The Hong Kong Daily Press.

No. 5877 第五千八百七十七號 光緒丙子年八月初八日 HONGKONG, MONDAY, SEPTEMBER 25TH, 1876. 禮拜一 英九月二十五號 香港 [PRICE $2½ PER MONTH.

Arrivals.

September 23, DOUGLAS, British str., 864, E. Burnie, Foochow 19th September, Amoy 20th, and Swatow 22nd, General.—D. LAPRAIK & Co.

September 24, CHINA, German steamer, 648, P. H. Hennings, Canton 23rd Sept., General.—SIEMSSEN & Co.

September 24, OCEAN, British str., 970, Jacques, put back, General.—JARDINE, MATHESON & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, SEPTEMBER 23RD.

Yesso, str., for East Coast.
Three Brothers, British bark, for Swatow.
Rowena, British brig, for Tientsin.
Echo, British bark, for Adelaide.
Chingtoo, British schooner, for Newchwang.
Vesta, German bark, for Newchwang.
Ferdinand, German bark, for Bangkok.
Quarta, German steamer, for Singapore.

Departures.

September 23, HAILOONG, Brit. steamer, for Amoy, Taiwan, and Tamsui.
September 23, WILLIAM PHILLIPS, Am. sch., for Newchwang.
September 23, KASHGAR, British str., for Singapore, Bombay, &c.
September 23, PEIHO, Ger. bk., for Keelung.
September 23, NESTOR, British steamer, for Shanghai.
September 23, QUARTA, German steamer, for Singapore, &c.
September 23, SUNDA, British steamer, for Yokohama.
September 24, THREE BROTHERS, Siam. bk., for Swatow.
September 24, YESSO, British str., for East Coast.
September 24, DECCAN, British steamer, for Shanghai.

Passengers.

ARRIVED.

Per *Douglas*, str., from East Coast:—
Dr. and Mrs. Brereton, Mr. Harton, and 196 Chinese.

DEPARTED.

Per *Deccan*, str., for Shanghai:—
Mr. and Mrs. Porter, 3 children, and European servant, Hon. Mr. Austin, Hon. Mr. Keswick, and Messrs. Lamb, Dowling, and T. Graven.

Per *Sunda*, str., for Yokohama:—
Mr. and Mrs. Gould, and Mr. C. A. S. Kynnersley, and 4 Chinese.

Per *Nestor*, str., for Shanghai:—
Messrs. L. A. Encarnacao and F. J. Becké, and 12 Chinese.

Reports.

The British steamship *Ocean* reports left Hongkong on 2 th September, bound to Cooktown. Put back on the 22nd instant in consequence of leakage in the boiler tubes.

The British steamship *Douglas* reports left Foochow on 19th September, Amoy on the 20th, and Swatow on the 22nd. From Foochow to Amoy experienced fresh N.E. winds and fine weather. From Amoy to Swatow moderate N. and N.E. winds. From Swatow to port light variable winds and fine weather. In Foochow, H.M.S. *Lapwing*, steamers *Vasco de Gama*, *Statesman*, and *Europa*. In Amoy, H.M.S. *Ringdove*, Chinese revenue cruiser *Ling-feng*, steamships *Carisbrooke*, *Quang-Se*, and *Fu yew*. Passed the steamship *Esmeralda*, bound North, off Knob Rock at midnight on the 20th. Passed a steamer, bound North, off Thunder Head at 2 a.m. on the 21st. In Swatow, U.S. corvette *Alert*, steamers *Feronia*, *Atalanta*, and *Francois I.* Passed the steamship *Norna*, bound into Swatow, and one of Messrs. Siemssen's steamers, bound North, off Hainan Point.

SWATOW SHIPPING.

September— ARRIVALS.
14, Namoa, British str., from Coast Ports.
14, Douglas, British str., from Hongkong.
15, Albatros, Ger. bark, from Newchwang.
15, Tekli, German bark, from Newchwang.
15, Froblish, German brig, from Newchwang.
15, A. Mineure, Fren. bk., from Newchwang.
15, Carisbrooke, British str., from Hongkong.
17, Leonor, British steamer, from Hongkong.
17, J. H. Bowers, British bark, from Callao.
18, Fu-yew, Chinese str., from Hongkong.
18, Lucia, British bark, from Hongkong.
19, Yesso, British steamer, from Coast Ports.
20, Alert, Amer. corvette, from Hongkong.

September— DEPARTURES.
14, Namoa, British steamer, for Hongkong.
15, Douglas, British steamer, for Coast Ports.
15, Condor, German bark, for Newchwang.
15, Paradies, German bark, for Newchwang.
15, Norna, British steamer, for Hongkong.
16, Androklos, German bark, for Newchwang.
17, Oceanus, German sch., for Newchwang.
18, Leonor, British steamer, for Coast Ports.
18, Carisbrooke, British str., for Amoy, &c.
19, Fu-yew, Chinese steamer, for Amoy, &c.
19, Yesso, British steamer, for Hongkong.
20, Alex. Newton, British bark, for Tientsin.
20, Tientsin, British steamer, for Tientsin.

AMOY SHIPPING.

September— ARRIVALS.
13, Namoa, British steamer, from Foochow.
14, Gesiena, Dutch sch., from Newchwang.
14, Velos, German bark, from Newchwang.
15, Alerta, British schooner, from Tamsui.
15, Peter, Siam. schooner, from Newchwang.
16, Douglas, British steamer, from Swatow.
18, Yesso, British steamer, from Foochow.
18, Hailoong, British steamer, from Tamsui.
18, Aline, British bark, from Sydney.
18, Gesiene Brons, Ger. bk., from N'chwang.
18, Assens, British bark, from Amoor.
18, Virginia, Brit. bark, from Punta Lobos.
18, Fei Yuen, Chinese gunboat, from a cruise.
19, Leonor, British steamer, from Swatow.

September— DEPARTURES.
12, Catherina, Danish bark, for Newchwang.
12, Yesso, British steamer, for Foochow.
12, Swatow, British steamer, for Shanghai.
13, Namoa, British steamer, for Swatow.
14, Soeterk, Swedish bark, for Taku.
16, Fei Yuen, Chinese gunboat, for Foochow.
16, Douglas, British steamer, for Foochow.
16, Concordia, German sch., for Tientsin.
16, Hermann, German bark, for Newchwang.
18, Yesso, British steamer, for Swatow.
19, Hailoong, British steamer, for Hongkong.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Date.
Min	London	Mch. 12
C. O. Whitmore	Cardiff	May 27
Ugo	Cardiff	June 3
Elmstone	London	June 9
Aurora	Richmond	June 9
Elise	Hamburg	June 11
William Fraing	Cardiff	June 12
Banian	London	June 16
Beemah	Cardiff	June 20
Vanadis	Cardiff	June 21
Spica	Newport	June 28
Fire Queen	London	July 10
Mount Washington	Hamburg	July 15
Outwater	Cardiff	July 26
Hopewell	London	July 28
Bellona (s.)	Hamburg	Aug. 1
E. P. Bouverie	Cardiff	Aug. 8
Martaban (s.)	London	Aug. 9
Unanima	Antwerp	Aug. 9
Glenearn (s.)	London	Aug. 15
Palestine	London	—

Auction Sales To-day.

None.

To be Let.

TO LET,
With Immediate Possession,
THE "HUT," Castle Road.
HOUSES on Upper Mosque Terrace.
All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 31st July, 1876.

TO LET,
With Immediate Possession,
THE LOWER STOREY of FAIRLEA, West Point, with separate entrance, Garden, Stable, &c. Rent, $30.
SHARP, TOLLER, AND JOHNSON, Solicitors.
932 Hongkong 19th June, 1876.

TO BE LET,
TWO Commodious HOUSES, in QUEEN'S ROAD EAST.
Rent, $25 per month.
Apply to PURDON & Co., No. 2, Queen's Road.
919 Hongkong, 17th June, 1876.

TO LET,
With Immediate Possession,
THE DWELLING HOUSE, No. 4, Alexandra Terrace.
The BUNGALOW, No. 24, Gage Street.
The DWELLING HOUSE, No. 2, Gough Street; immediate occupation.
Apply to DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 21st September, 1876.

TO BE LET,
(With Immediate Possession),
THE PREMISES, No. 8, PRAYA, lately in the occupation of Messrs. GILMAN & Co. Gas and Water laid on.
Apply to GIBB, LIVINGSTON & Co.
tf 704 Hongkong, 16th May, 1876.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO BE LET,
THE HOUSES, Nos. 13 and 15, STAUNTON STREET.
Apply to TURNER & Co., 41, Queen's Road.
tf 1122 Hongkong, 18th July, 1876.

TO LET.
NOS. 2 and 9, SEYMOUR TERRACE. Nos. 3 and 6, PEDDAR'S HILL.
Apply to DAVID SASSOON, SONS & Co
tf 512 Hongkong, 18th September, 1876.

TO LET.
THE COMMODIOUS HOUSE, No. 3, in POTTINGER STREET.
H. N. COOPER & Co., No. 10, Stanley Street.
1487 Hongkong, 16th September, 1876.

TO LET.
THE HOUSE, No. 3, LOWER MOSQUE TERRACE. Apply to SHARP, TOLLER, AND JOHNSON.
tf 598 Hongkong, 25th August, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND........ 200,000 of Dollars.

Court of Directors:—
Chairman—E. R. BELILIOS, Esq.
Deputy Chairman—AD. ANDRE, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
H. Hoppius, Esq. | S. W. Pomeroy, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation, No. 1, Queen's Road East, Hongkong, 17th August, 1876.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1875.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contribution for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.
JARDINE, MATHESON & Co., General Managers.
4m 1017 Hongkong, 1st July, 1876.

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1875.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Nett Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE, Secretary.
3m 1205 Hongkong, 1st August, 1876.

PHŒNIX FIRE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty percent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE, *Secretary.*
Hongkong, 1st November, 1871. [tf 385

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
CAPITAL AND SURPLUS 800,000 TAELS.
POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co., *Agents.*
tf 1089 Hongkong, 9th July, 1872.

Notices of Firms.

NOTICE.
THE Undersigned have established themselves as MERCHANTS and GENERAL COMMISSION AGENTS at this Port. (CHOP HOCK CHEONG.)
LLOYD AND KHO TIONG POH & Co.
C. HENRY LLOYD will SIGN LLOYD and KHO TIONG POH & Co.
3m 1243 Swatow, 1st August, 1876.

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. COLIN CAMPBELL WILLIAMS, in our Firm, CEASED on the 6th instant.
E. VINCENT & Co.
tf 1085 Swatow, 8th July, 1876.

NOTICE.
THE UNDERSIGNED have established themselves at Swatow, for the transaction of a GENERAL COMMISSION and SHIPPING BUSINESS in connection with the Wharf and Godowns.
WILLIAMS AND Co.
tf 1086 Swatow, 6th July, 1876.

NOTICE.
THE Business formerly carried on by HENRY SUTTON, will in future be conducted under the Style of
SUTTON AND MOALLE.
AUCTIONEERS, SHIPCHANDLERS, COMPRADORES, STEVEDORES, &c.
N.B.—Ships Supplied with Water and Ballast on Moderate Terms.
6m 1070 Amoy, 1st July, 1876.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
FROM THIS DATE M. H. DU POUEY will ASSUME the AGENCY of this COMPANY at HONGKONG.
By Order of the Directors,
G. DE CHAMPEAUX, Acting Agent.
1m 1365 Hongkong, 25th August, 1876.

NOTICE.
I HAVE THIS DAY established myself at the PORT of MANILA as SHIP and GENERAL BROKER.
SAMUEL J. MORRIS.
1396 Manila, 1st August, 1876.

NOTICE.
IN THE GOODS OF PETER PETERSON, DECEASED.
ALL PERSONS being INDEBTED to the above Estate are hereby called upon to make immediate payment of the amount of their several Debts to the Undersigned; and, all Persons having CLAIMS against the said Estate are requested to furnish Particulars thereof to the Undersigned on or before 31st day of October, 1876, after which date no Claims will be recognized.
Dated the 12th day of September, 1876.
JOHN OLSON, Executor.
14d 1465]

NOTICE TO CREDITORS.
PURSUANT to the "Trustees and Mortgagees' Powers Act, 1866," being Act XXVIII. of 1866 of the Governor-General of India in Council, Notice is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of ROBERT CARROLL, late Commander of the British Steamer "POYANG," belonging to the Hongkong, Canton, and Macao Steamboat Company, Limited, who was lost on board the said Steamer, which foundered on her voyage from Hongkong to Macao, in a typhoon, on the night of the 31st day of May, 1875, and Letters of Administration of whose Property and Credits were duly granted to JOHN STURROCK SCRYMGEOUR, Esquire, of Calcutta, Agent of the Oriental Bank Corporation of Calcutta, aforesaid, and the constituted Attorney of FLORINDA CARROLL, of Macao, in China, the Widow of the said ROBERT CARROLL, deceased, by the High Court of Judicature at Fort William, in Bengal, in its Testamentary and Intestate Jurisdiction, on the 12th day of January, 1876, are hereby required to send in writing the Particulars of their Claims or Demands to the said Administrator, at the Office of the Oriental Bank Corporation, in the City of Calcutta, aforesaid; or, to W. H. BRERETON, Solicitor, 29, Queen's Road, Hongkong, on or before the 15th day of February, 1877. And Notice is hereby also given, that at the expiration of the last mentioned day the said Administrator will be at liberty to distribute the Assets of the said ROBERT CARROLL, deceased, or any part thereof, amongst the parties entitled thereto, having regard to the Claims of which the said Administrator has then had notice, and that the said Administrator will not be liable for the Assets or any part thereof so distributed to any Person of whose Claim the said Administrator has not had notice at the time of such distribution.
Dated this 7th day of September, 1876.
ORR AND HARRISS,
2m 1439] Attorneys for the Administrator.

NOTICE.
In the Estate of the late JOHN GILES, Storekeeper, Amoy.
ALL CLAIMS against the above Estate must be sent in to the Undersigned on or before the 30th September, or they will not be recognised, and all Persons indebted to the Estate are requested to pay the Amounts due within the same period.
(Signed)
B. NICHOLLS, HENRY SUTTON, { Administrators to the will of the late JOHN GILES.
928 Amoy, 15th June, 1876.

IN THE MATTER OF AVIETIOK LAZAR AGABEG, DECEASED.
NOTICE is hereby given, that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of AVIETIOK LAZAR AGABEG, Jun., late of Hongkong, who died on the 11th day of June, 1876, and Letters of Administration of whose personal Estate were duly granted to GENTLHOOM LAZAR AGABEG, Esq., by the Supreme Court of Hongkong in its Probate Jurisdiction on the 10th day of July, 1876, are hereby required to send in writing the particulars of their Claims or Demands to the said GENTLHOOM LAZAR AGABEG at his residence, No. 4, Pechili Terrace, Hongkong, aforesaid, on or before the 1st day of November, 1876. And Notice is hereby also given that, at the expiration of the last mentioned day, the said GENTLHOOM LAZAR AGABEG will proceed to distribute the Assets of the said AVIETIOK LAZAR AGABEG amongst the parties entitled thereto, having regard to the Claims, of which the said GENTLHOOM LAZAR AGABEG has then had notice; and the said GENTLHOOM LAZAR AGABEG will not be liable for the Assets or any part thereof, so distributed to any Person, of whose Claim the said GENTLHOOM LAZAR AGABEG has not had notice at the time of the distribution.
Notice is hereby also given to all parties indebted to the said AVIETIOK LAZAR AGABEG forthwith to pay the amount of their indebtedness to the said GENTLHOOM LAZAR AGABEG, otherwise legal proceedings will be taken against them for recovery thereof.
Dated this 13th day of July, 1876.
WM. H. BRERETON,
1106] Solicitor for the said G. L. AGABEG.

STORAGE.
COALS received on Storage in First-class Godowns of about 5,000 tons Capacity, situated on the Praya West, Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

Auctions.

PUBLIC AUCTION.
MESSRS. LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction,
TO-MORROW,
the 26th day of September, 1876, at 11 A.M., at Her Majesty's Ordnance Stores, Queen's Road East.
The following UNSERVICEABLE GOVERNMENT STORES:—
Surplus CLOTHING, Woollen CAPS, BRACES, Cotton DRAWERS, Mess TINS, &c., &c., Bengal TENTS, Madras Small TENTS, Sepoy TENTS, in one piece, all complete with Poles, Pegs, &c.; Indian Tent APPURTENANCES, Canvas COVERS, Leather PANNIERS, Old WOOD, Old IRON, Empty Cement CASKS, and about THREE Tons of GUN METAL.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
E. C. P. SILVEIRA, Senior Ordnance Officer.
Ordnance Office, Hongkong, 16th September, 1876. [1502

PUBLIC AUCTION.
IN THE VICE-ADMIRALTY COURT OF HONGKONG, IN RE SUNDRY PIRATICAL GOODS AND THE JUNK "SING WOH LOONG."
THE Undersigned has received instructions from MALCOLM STRIVAN TONNOCHY, Esq., Marshal of the above Court, to Sell under a Decree of Appraisement and Sale, at 3 o'clock P.M.,
TO-MORROW,
the 26th day of September, 1876, at Yow-ma-tee,
ONE JUNK.
Sundry CLOTHING, MUSKETS, SWORDS, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG, Government Auctioneer.
1528 Hongkong, 25th September, 1876.

PUBLIC AUCTION.
THE Undersigned has received instructions from Messrs. J. ULLMANN & Co., to Sell by Public Auction, on
THURSDAY,
the 26th September, 1876, at 3 o'clock P.M., at their Store Rooms, Nos. 96 and 98, Queen's Road Central,—
The whole of their STORE FURNITURE, comprising:—GLASS SHOW CASES, SHELVES, COUNTERS, TABLES, DESKS, CLOCKS, GASALIERS and Gas BRACKETS, &c., &c.
Two IRON SAFES.
And
One Patent Fireproof IRON SAFE, by P. HUFFNER, Paris.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG, Auctioneer.
1529 Hongkong, 25th September, 1876.

NOTICE.
JUST RECEIVED, a FRESH SUPPLY of MACKIE'S EXCHANGE TABLES, 8/4 to 6/4.
PRICE $4.
LANE, CRAWFORD & Co.
1428 Hongkong, 6th September, 1876.

FOR SALE.
THE FURNITURE, FITTINGS, and GOOD-WILL of the well-known and long-established HOTEL at Macao, Praya Grande, denominated "ROYAL HOTEL."
For Particulars, apply to L. A. DE GRACA, Proprietor.
tf 1459 Macao, 11th September, 1876.

FOR SALE.
H. PIPER & Co.'s CELEBRATED CHAMPAGNE:—
CARTE BLANCHE, CARTE BLANCHE SEC, and CARTE DOREE, in Cases of 2 dozen pints and 1 dozen quarts.
Apply to L. L. BUSH, Praya Central.
1458 Hongkong, 12th September, 1876.

NOTICE.
FREERKS RODATZ & Co., No. 1A, GRAHAM STREET, HONGKONG.
1m 1465 September 11th, 1876.

NOTICE.
THE Steamship "FOOKIEN," at present lying over at W. B. SPRATT & Co.'s DOCK, is always ready to TOW VESSELS to and from any part of the Harbour, and to and from Whampoa at REASONABLE TERMS.
Apply to TACK MEE & Co., 18, Praya West; W. B. SPRATT;
or, to BROADBEAR, ANTHONY & Co., Ship Chandlers.
1m 1464 Hongkong, 12th September, 1876.

YEE SUNG & Co., COAL MERCHANTS,
Have always on hand LARGE STOCKS of every description of COAL.
Address, care of HOO-TY-LOONG & Co., No. 43, Praya, Hongkong.
648 Hongkong, 9th May, 1876.

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1875. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, March, 1876.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
DURING my absence, Messrs. GIBB, LIVINGSTON & Co. will ASSUME CHARGE of this AGENCY from this date.
CHAS. H. MORGAN, Agent.
1440 Hongkong, 8th September, 1876.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co., Agents, Royal Insurance Company.
1780 Hongkong, 27th March, 1876.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 27th March, 1876.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
NORTON & Co., *Agents.*
tf 8 Hongkong, January, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

Intimations.

TO CONSUMERS IN CHINA.
London, April, 1876.
We beg to inform you that henceforward we shall distinguish our various qualities of COGNAC by the marking of "Stars" on Corks, Labels, Capsules, and Cases, this being the plan now almost universally adopted by Cognac Houses. Our Heart-Shaped Label has been extensively imitated in India, and for this and other good reasons we abandon its use.
Our well-known Cognacs will now be distinguished as follows:—

*	Pale Cognac	Blue Capsule.
**	Pale Cognac	White Capsule.
***	Superior Pale Cognac	Yellow Capsule.
****	Very Superior Pale Cognac	Black Capsule.

For PRICES and PARTICULARS of our various WINES consigned to China, we refer you to our Agents, Messrs. JARDINE, MATHESON & Co., who are continually supplied direct with our choicest brands.
1m 1505] CUTLER, PALMER & Co.

FOR SALE.
THE Yacht "NAOMI," as she now lies at East Point, with Spars, Sails, Rigging, &c., complete.
Apply to L. L. BUSH.
14d 1499 Hongkong, 19th September, 1876.

FOR SALE.
AN ENGLISH-MADE CARRIAGE, in good condition, suitable for Two Ponies or One Horse.
Apply at No. 4, Praya East.
1513 Hongkong, 21st September, 1876.

GUIDE FOR TOURISTS TO PEKING AND ITS ENVIRONS,
with Plan of the City of Peking and a Sketch Map of its Neighbourhood.
PRICE $1.
LANE, CRAWFORD & Co.
14d 1491 Hongkong, 18th September, 1876.

FOR SALE.
EX RECENT ARRIVALS.
NEW BOOKS: WORKS of REFERENCE, NOVELS, SCHOOL BOOKS, PRESENTATION BOOKS, and MUSIC BOOKS.
DAWSON'S LONDON-MADE BOOTS and VIENNA BOOTS, large assortment.
DINNER SERVICES, in great variety.
DESSERT SERVICES and BREAKFAST SERVICES.
Fine CUT GLASSWARE, in many designs.
GASELIERS, Table LAMPS, Ship's Side LAMPS, Mast-head LAMPS, Cabin Suspension LAMPS, and Bulkhead CANDLESTICKS.
STATIONERY, De la Rue's, Waterlow's, &c.
ELECTRO-PLATED WARE, of all descriptions.
Bass's ALE, in Quarts and Pints, by Cameron and Saunders. Guinness's STOUT, in Quarts and Pints, by E. Burke. Bass's ALE, in Hogsheads and Kilderkins. Kinahan's LL WHISKY. Bourbon WHISKY. Glenlivet WHISKY.
CHAMPAGNE, Krug's First Quality, Pints and Quarts. Sparkling MOSELLE, in Pints and Quarts. Still HOCKS, different Brands.
After Dinner and Breakfast CLARETS.
White's White Seal and other SHERRIES.
Fine OLD PORT. Very Choice OLD BRANDY, bottled here in 1862.
Crosse & Blackwell's OILMAN'S STORES.
CONDIMENTS and DELICACIES of every kind. Prime Quality American BEEF, in Casks 200 lbs. and 100 lbs. Prime Quality American PORK, in Casks 200 lbs., 100 lbs., and 25 lbs.
Finest quality French BUTTER, in 1lb. bottles.
California Family STORES, all descriptions.
Muntz's Yellow METAL SHEATHING, assorted sizes. Brown SHEATHING FELT and BOILER FELT. Hubbuck's Assorted PAINTS and OIL, Crane's Lubricating OIL.
Peacock's Composition PAINT. TALLOW.
White Brothers' PORTLAND CEMENT.
FIRE BRICKS and FIRE CLAY.
T. and D. Henry's CANVAS, Nos. 1 to 5.
Best Russian ROPE, all sizes.
LAMMERT, ATKINSON & Co.
978 Hongkong, 26th June, 1876.

SAM HING STULTZ
has received the following WINTER GOODS,
ex Steamers "ACHILLES" and "PATROCLUS":—
CHRISTY'S HATS, in new Styles.
New TWEEDS, West of England and Scotch, in great variety.
Fancy COATINGS.
Woollen, Cotton, and Cashmere SOCKS.
Cricket and Knickerbocker STOCKINGS.
Lambswool UNDERSHIRTS and DRAWERS.
Scotch and English BLANKETS.
Tapestry CARPETS, in new Patterns.
Fancy RUGS.
Embroidered TABLE COVERS, all Colours.
Rep Window CURTAINS, all Colours.
Damask TABLE CLOTHS. Damask TABLE NAPKINS. Furniture CHINTZ.
Kid GLOVES, in all Colours. Woollen GLOVES, &c., &c., &c.
88 AND 90, QUEEN'S ROAD.
1m 1504 Hongkong, 20th September, 1876.

FOR SALE.
GRAND PIANO, PIANINOS, HARMONIUMS.
System—Kapp's Patent.
VOGEL, HAGEDORN & Co., Sole Agents.
927 Hongkong, 19th June, 1876.

FOR SALE.
A SODA-WATER MACHINE, in very good condition. Address "X.," *Daily Press* Office.
tf 1358 Hongkong, 25th August, 1876.

FOR SALE.
A THOROUGHBRED AUSTRALIAN HORSE. Ran Second in the Calcutta Races. Apply to WILLIAMS AND KENNEDY.
tf 1473 Hongkong, 14th September, 1876.

FOR SALE BY
ANDREW MILLAR AND CO., PLUMBERS, &c., &c.,
A VERY POWERFUL DOUBLE ACTION TANK FIRE ENGINE,
By Messrs. HONNEMAN & Co., of Boston, for 30 men to pump 150 Gallons per minute 130 feet high,
Complete, with 30 feet of Suction and 100 feet of Canvas Delivery Hose.
OPPOSITE H.M. NAVAL YARD, HONGKONG.
tf 1430 September 6th, 1876.

FOR SALE.
CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to SIEMSSEN & Co.
tf 941 Hongkong, 21st June, 1876.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1145 July 20

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA, F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

THE TOURIST'S GUIDE. REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Intimations.

UNION INSURANCE SOCIETY OF CANTON.
NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of this Society will be held at its HEAD OFFICE, Hongkong, on MONDAY, the 2nd of October next, at THREE o'clock P.M., for the purpose of receiving the Report of the Directors, together with Statements of Accounts for the year 1875, and for the half-year ending 30th June, 1876.
The TRANSFER BOOKS of the Society will be CLOSED from the 22nd September to the 2nd October, both days inclusive.
An EXTRAORDINARY MEETING of SHAREHOLDERS will be held at the HEAD OFFICE of the Society, Hongkong, on MONDAY, the 2nd October next, at HALF-PAST-THREE o'clock P.M., for the purpose of considering certain proposed alterations in the Articles of Association.
A subsequent MEETING will be held on MONDAY, the 16th idem, at HALF-PAST-THREE o'clock P.M., for the purpose of confirming such resolutions as may be passed at the Meeting convened for the first-named date.
By Order of the Board,
N. J. EDE, Secretary.
15d 1500 Hongkong, 19th September, 1876.

SEALED TENDERS will be received by the Undersigned on or before WEDNESDAY, the 4th proximo, at NOON, for the RECONSTRUCTION of the FACTORY BUILDINGS at this Yard, according to Plans and Specifications, which can be seen at the Naval Storekeeper's Office.
The right to reject the lowest or any Tender is reserved.
J. BREMNER, Naval Storekeeper.
H.M. Naval Yard, Hongkong, 20th September, 1876. [1515

M. STOUT, D.D.S., DENTIST,
No. 1, ALEXANDRA TERRACE,
HAS RETURNED.
1319 Hongkong, 17th August, 1876.

KOWLOON HOTEL.
BOARD AND LODGING. BILLIARDS AND BOWLING ALLEYS.
The Bowling Alleys are NOW OPEN.
Parties requiring Dinners are requested to give 12 hours' notice either at the above Hotel, or to D. NOWROJEE, PROPRIETOR.
3m 1105 Hongkong, 14th July, 1876.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE, PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

GRAND HOTEL,
No. 20, THE BUND, YOKOHAMA,
AFFORDS EVERY FACILITY FOR VISITORS,
Including Ladies' Dining and Sitting Rooms, Private Dining Rooms, &c., &c.
EXCURSIONISTS INTO THE COUNTRY
Furnished with all Information, Guides, and Provisions.
BILLIARD SALOON ATTACHED TO THE HOTEL.
6m 851 Yokohama, June 1st, 1876.

NOTICE.
WILLIAMS' WHARF AND GODOWNS will be ready for business from July 6th, 1876, for the use of Steamers and Sailing Vessels.
No Godown charges will be made on any Cargo collected in advance for shipment by Steamer.
SCALE OF CHARGES.
Foreign Steamers $60 Wharfage, and 3 Cents per package.
Coasting Steamers $30 Wharfage, and 3 Cents per package.
Sailing Vessels $20 Wharfage, and 3 Cents per package.
C. C. WILLIAMS, Manager.
tf 1087 Swatow, 10th July, 1876.

G. O. ROGERS, DENTAL SURGEON,
No. 7, ARBUTHNOT ROAD,
Is now visiting Amoy and Foochow, and will be ABSENT from Hongkong until further notice.
227 Hongkong, 16th September, 1876.

NOTICE.
ANDREW MILLAR AND CO.,
PLUMBERS, GASFITTERS, and GENERAL CONTRACTORS.
Estimates given for Fixing Pumps, Water Closets, Water and Gas Services to Dwellings, &c., &c.
Gas Chandeliers, Lamps, and Brackets, in great variety, made to order, or re-bronzed.
Repairs and Jobbing punctually attended to under EUROPEAN SUPERVISION.
No. 1, QUEEN'S ROAD EAST, OPPOSITE H.M.
1332] NAVAL YARD. [Aug. 21

NOTICE.
SAILMAKING DEPARTMENT.
DURING the Temporary Absence of our Mr. W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMEN, who have acted in this capacity under Mr. DOLAN for 13 years.
All Orders in this Branch of Business will have our careful attention.
MACEWEN, FRICKEL & Co.
816 Hongkong, 1st June, 1876.

DHEAIMDASS DAYOOMULL,
Sindh, Cashmere, Delhie, Bombay, Rampoor, Madras, and Sorat.
MERCHANT AND GENERAL DEALER,
Has for Sale, Shawls, Sandalwood Boxes, Gold and Silver Articles, and different Fancy Works.
No. 17, QUEEN'S ROAD,
Next to the "Hongkong Hotel," Hongkong.
6m 478 11th April, 1876.

NOTICE.
THE WEST POINT FOUNDRY
(LATE THE P. AND O. FOUNDRY).
All business in connection with the above to be addressed to
A. JOHNSTON, Manager;
or,
KWOK ACHEONG, Proprietor.
3m 1212 Hongkong, 1st August, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
H. DU POUEY, Agent.
Ex *Ava*, 3rd September, 1876.

TM Nos. 1/6	6 casks Wine.
TN 7/20	14 cases Wine.
426 in diamond	1 case Guns.
VB in diamond, 4 10	2 cases Merchandise.

Hongkong, 9th September, 1876.

Intimations.

HONGKONG RACES, 1877.
THE ANNUAL GENERAL MEETING of Subscribers will be held at the HONGKONG CLUB, THIS DAY, the 25th instant, at 4 P.M.
HERBERT MAGNIAC, Clerk of the Course.
1526 Hongkong, 23rd September, 1876.

NOTICE.
IN THE ESTATE of the late ALEXANDER DALGARNO, Chief Foreman, Ordnance Store Department, Hongkong.
ALL CLAIMS against the above Estate must be sent in to the Undersigned on or before the 9th October, 1876, or they will not be recognised; and all Persons INDEBTED to the Estate are requested to pay the Amounts due within the same period.
GEO. ARBER, Deputy Commissary, Ordnance Department, President Committee of the Adjustment.
1527 Hongkong, 25th September, 1876.

THE EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY, LIMITED.
IMPORTANT NOTICE.
TELEGRAMS FOR INDIA, EUROPE, AND AMERICA.
DURING the interruption of the Madras Cable, two Steamers, the "PANTHER" and the "SHUAYDAGONE," will be kept running between Penang and Rangoon to carry Telegrams.
The NEXT STEAMER is expected to leave Penang TO-MORROW, the 26th instant.
The latest from London is dated 17th instant, 4.25 P.M.
J. ENSTON SQUIER, Acting General Manager.
1494 Hongkong, 25th September, 1876.

WANTED, an Experienced BOOK-KEEPER, for the ORIENTAL SUGAR REFINERY of HONGKONG.
Apply, by Letter, to H. KLÆR, Club Chambers.
7d 1518 Hongkong, 21st September, 1876.

THE MARGARY MEMORIAL.
IT having been decided at the last Meeting of Subscribers that the Memorial shall take the form of a MONUMENTAL CROSS, the Committee invite further Subscriptions. These will be received by any member of the Committee, or may be sent to the Treasurer, Mr. W. H. MEDHURST. Subscriptions are no longer limited to Five Dollars.
By order,
W. B. CHALMERS, Honorary Secretary.
1m 1516 Shanghai, 14th September, 1876.

THE MARGARY MEMORIAL.
THE Committee will be glad to receive DESIGNS, accompanied, if possible, by ESTIMATES, for a MONUMENTAL CROSS.
By Order,
W. B. CHALMERS, Honorary Secretary.
1m 1517 Shanghai, 14th September, 1876.

GREAT NORTHERN TELEGRAPH COMPANY.
TELEGRAPHIC COMMUNICATION between Amoy and Shanghai INTERRUPTED.
CARL OHR-BOJESEN, Acting Superintendent.
1474 Hongkong, 14th September, 1876.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT.
AGENT for DE ST. MARCEAUX ET CIE'S CHAMPAGNES,
Dépôt for Vichy Waters,
ED. PINAUD ET CIE'S PERFUMERY,
N. ANTOINE ET FILS' INKS, &c., &c.
A Fresh Supply of FRENCH BOOTS received by each French Mail.
44, QUEEN'S-ROAD, HONGKONG.

Notices to Consignees.

NOTICE TO CONSIGNEES.
P. & O. S. N. COMPANY'S STEAMSHIP *DECCAN.*
CONSIGNEES of Cargo by the above-named vessel from Bombay and Intermediate Ports, and in connection with the Steamers noted at foot, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns at West Point, whence delivery can be obtained from this date.
Goods not delivered by the 29th instant will be subject to Rent.
Optional Cargo and Treasure will be retained on board for Shanghai unless notice to the contrary be given before 2 P.M. TO-DAY.
Cargoes received ex *Khiva* and *Gwalior*, from London; *Mirzapore* and *Cathay*, from Madras.
A. McIVER, Superintendent.
1525 Hongkong, 23rd September, 1876.

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer *NESTOR* are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 22nd instant.
Goods undelivered after the 29th September, 1876, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
1520 Hongkong, 21st September, 1876.

BRITISH SHIP *DUKE OF ABERCORN*, FROM LONDON.
CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
VOGEL, HAGEDORN & Co., Agents.
1510 Hongkong, 20th September, 1876.

GERMAN BARQUE *HANSA*, FROM HAMBURG.
CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.
WIELER & Co.
1507 Hongkong, 20th September, 1876.

STEAMSHIP *AMAZONE.*
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo per Steamship *INDUS*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from TO-MORROW, the 19th instant, at 2 P.M.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, the 18th instant, at 4 P.M., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after SATURDAY, the 23rd instant, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
H. DU POUEY, Agent.
1497 Hongkong, 18th September, 1876.

DEATH.

At Friedrichsroda, Germany, on the 2nd August, CAESAR KRUGER, Esq., late of Swatow, in his 35th year.

The Daily Press.

HONGKONG, SEPTEMBER 25TH, 1876.

WE are in receipt of a copy of the official Report by Sir BROOKE ROBERTSON respecting his visit to Haiphong and Hanoi. It is not long since that Dr. DENNYS's report on those ports was published and commented upon, and we cannot find in the Blue Book before us many additional particulars, if Sir BROOKE's personal experiences are left out of the question. There are, however, some few items which are interesting and fresh. In journeying up the Songkoi, or Red river, from Haiphong to Hanoi, Sir BROOKE remarked that the country appeared in a high state of cultivation, that there seemed to be a tolerable amount of boat and junk traffic, that fishing to a considerable extent was carried on, and that on the whole there were fair evidences of a well-to-do and contented population. He passed some extensive works being prosecuted to repair an immense breach which last year's freshets had made in the river bank. The Annamese, like the Chinese, instead of dredging the channel of the river, which year by year fills up with alluvial deposits, bank it up, so that in course of time the bottom is raised above the level of the adjoining land, and if it bursts through the bund the whole country is laid under water. Sir BROOKE formed a rather favourable opinion of Hanoi. It is, according to his account, well situated and presents a pleasing appearance from the river. He found the streets broad and the houses fairly built, with a considerable stir and bustle going on, the shops well stocked, and the markets plentifully supplied. Sir BROOKE gives the native population at 150,000 to 200,000. Perhaps he includes the surrounding district; the population of the city itself is, we understand, only 60,000. There are also some 3,000 Chinese residents, and a great deal—if not the principal part—of the trade of the place is in their hands. Sir BROOKE gives a brief history of Tonquin from the year 1740, and a statement of the acquisitions made by France in Cochin China. He also sketches in a few paragraphs the position of the country in reference to Christianity. There are reported to be 400,000 Christians in Tonquin, all of them being, of course, Roman Catholics; nothing is, however, said of the prospects of the Missions. But they appear to be prospering, and, as they are under powerful protection, are likely to flourish.

But the most important part of the Report is undoubtedly that which deals with the prospects of trade with Yunnan. The Songkoi is, Sir BROOKE ROBERTSON says, navigable from Manghao, "the last city"—the most southern it is to be presumed—in Yunnan and so down to the sea, a distance of 414 miles. This town is the *entrepôt* where goods are shipped to and from Tonquin, the mart being a more northern city, called Mangtsze. Below Mangkao, in Annamite territory, is situated the town of Laokay, two days' journey from Hanoi. The Songkoi divides in numerous branches, and the two southern ones meet at Hanoi. Sir BROOKE is of opinion that, if well surveyed, the river would present no greater impediments to navigation up to the capital, than the Yangtsze does up to Hankow, while vessels of light draught could, he thinks, readily ascend as far as to Manghao. He says:—"I saw the peculiarly-constructed boats of great length, and drawing little water, employed in ascending the river as far as Manghao and Mangtsze, and closely questioned one or two who had been that route and they stated no difficulties existed. That the river Songkoi is available, therefore, for the transit of the reported rich ores and produce of Yunnan and Tonquin seems certain, and on the removal of three obstacles alone a large and profitable trade may be said to depend, namely the consent of the Governments of Tonquin and China to open the mines, and the clearance of the frontier of refugee Chinese and leviers of black mail. These accomplished, the rest is easy." The outlaws known as the Black and Yellow Flags are without doubt a serious obstruction to legitimate trade, and the sooner the Governments of Tonquin and China take measures to put them down the better for commercial interests. It is to be feared, however, that if the task is left to them its execution will be long deferred. The Government of Peking has enough work of the sort on its hands for the present, and the Annamite Authorities are noted for lethargy. If these lawless clans are ever to be effectually dispersed, the work will have to be undertaken by the French. Sir BROOKE ROBERTSON expresses an opinion that if a trade be opened with Yunnan and Kwangsi by the Songkoi, it will not necessarily interfere with the route *viâ* the Shan States and Burmah. The two routes offer equal advantages, but the points of exit are distant, and, as one gives geographical facilities which the other does not possess, there is no reason why their interests should clash.

With regard to the commercial products and resources of Tonquin Sir BROOKE ROBERTSON says little; what information he furnishes was, he tells us, derived from a native call PETRUS TRUEONG VINEKY, who was an *employé* of the French Government at Saigon, and had been sent to inquire into the trading capacities of Tonquin. This man represented the country as being rich in products of all kinds, possessing coal, copper, and tin mines, gold, and silver. Its agricultural capabilities are, he assured Sir BROOKE, immense, and silk is abundant and cheap; "a piece of it might be purchased at Hanoi for $150 which would cost $250 at Saigon or $400 in China." This statement must, we should think, be taken *cum grano salis*. Sir BROOKE remarks that it might be true, but from the little he saw of it, he considered it was coarser in thread than that of China and very badly reeled, while the fabrics made from it were imperfect compared with the Chinese, and of very poor quality. But there can be no doubt that Tonquin possesses a rich soil, valuable mineral deposits, and a plentiful supply of labour to work them. The Government, like that of China, is loth to allow the mines to be worked, especially by foreign capital, but it would doubtless yield the point if pressed. Besides the apathy and obstructiveness of the native authorities, *however*, there is another cause at work to retard the growth of trade and the development of the resources of the country. This is to be found in the restrictive policy of the French, who are unreasonably jealous of other nations, would not willingly encourage the introduction of foreign capital into the country, and regard Cochin-China as their own peculiar preserve. They are anxious to get the communication with Yunnan properly open before the Bhamo route can be brought into use, hoping thus, no doubt, to secure something like a monopoly of the trade of that province. They are perfectly welcome to do the best they can to attract commerce from the Western provinces of China down the Songkoi, and it is to be hoped that they will succeed in establishing a remunerative trade, but the spirit of exclusiveness which has, too frequently characterised their policy is much to be regretted. They have established for themselves a firm footing in Cochin-China, and their mission is to civilise and develop the country. It is to be hoped that they will be successful in the task. But a policy of restriction is, it must be confessed, not calculated to conduce to such a result.

On the 21st ult. we published the following paragraph:—"The vocal efforts of the pupils of St. Paul's College, though possibly productive of the profoundest gratification to the performers, are not equally appreciated by those residing in the vicinity. A more lugubrious and dismal strain than that periodically issuing from the precincts of this establishment it would be impossible to conceive. There can be no objection to Chinese youth learning to sing 'English fashion,' but so long as the result is the hideous noise of which we hear so much, it would surely be advisable to give them instruction in some remote corner of the island, far from the haunts of men. Seriously speaking, however, the nuisance is a great one, and if these vocal exercises could be conducted at some premises at the back of the building, where the sound would be less audible, it would be a great relief to the neighbourhood." We hope there will be no occasion to repeat the complaint, and can only suppose that to the absence of the Bishop is to be attributed the continuance of the nuisance.

At the University of Würzburg, a Japanese, Mr. Tunatuin Hassimoto, has just taken his degree as Doctor of Medicine.

A Post Office notification announces that correspondence for New Zealand may now be forwarded *viâ* Torres Straits when specially directed for that route, otherwise it will be sent by way of Galle.

At the Peak the maximum temperature during the past week, as recorded in Saturday's *Gazette*, was 76.0, the minimum 68.0; at the Harbour-Master's Office, Praya West, the maximum was 86.0, and the minimum 75.5. Only 0.17 inch of rain fell during the week.

At the Marine Magistrate's Court, on Saturday, F. Powell, C. B. Tracy, and A. Murray, seamen belonging to the British ship *Elizabeth Nicholson*, were charged, the two first with refusal of duty, and the third with being drunk and disorderly on board. Defendants Powell and Tracy, who said they wanted their discharge, were sentenced to six weeks' hard labour; the defendant Murray was fined $1, with the alternative of two days' imprisonment.

In the *Gazette* of Saturday is published two notices to Mariners forwarded by the Indian Government. They are as follow:—"Cochin. Displacement of the Buoy in Narakel Roadstead.—The Government of Madras has given notice that the buoy in Narakel Roadstead has shifted from its position. Commanders of vessels picking up anchorage should therefore be guided solely by bearings. The Anchorage, distant about three miles off shore, is in four to five fathoms with Narakel flagstaff bearing from E. by S. to E. S. E. Cochin Lighthouse S.E. ½ S. to S.E. ½ S. Convenient and safe anchorage in four fathoms, about two and three-quarter miles off shore, may also be found to the Southward on the following bearings: Narakel flagstaff East, Cochin flagstaff S.E. by S."—"Travancore. Buoy marking the smooth-water Anchorage to the southward of Alipee (Aulapolay).—The Authorities of the port of Alipee announce that the *red* buoy marking the smooth-water anchorage or mud bank, which has shifted further to the southward of Alipee, is now in 4½ fathoms, 2 miles off shore, on the following bearings: Alipee Lighthouse, N. ½ W.; Porcat, or Porcand, Church in line with a large tree, E. by S. ½ S."

SUPREME COURT.

September 23rd.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

ACTION FOR SLANDER.

DIMITRI *v.* GOLDSTEIN, $1,000.—Mr. Holmes was for the plaintiff and Mr. Dennys for defendant. The case was taken before a jury consisting of Messrs. D. R. Crawford, J. Jack, and G. U. Smith.

Mr. Dennys called witnesses for the defence to show that the words alleged were not used, and that the real words used did not apply to plaintiff. He also attempted to descredit the plaintiff and his witnesses.

Mr. Holmes replied.

The jury found that some of the words alleged were used, but that there was not sufficient evidence to show that they applied to the plaintiff.

Judgment for defendant with costs.

POLICE INTELLIGENCE.

23rd September.

BEFORE F. STEWART, Esq.

THEFT.

Abdool Raman, fireman on board the P. & O. steamer *Kashgar*, was charged with stealing one rupee and thirteen cents from Chan Akam, the mistress of a licensed brothel.

The charge was proved, and the prisoner sentenced to twenty-one days' hard labour.

REFUSAL TO PAY CHAIR HIRE.

Godfrey Stall, an engineer on the steamship *Nestor*, charged with refusing to pay chair hire, was fined $1, and ordered to pay 75 cents chair hire.

ASSAULT.

Low Atai, coolie, was fined $2 for assaulting Ng Atui, another coolie. The assault arose out of a quarrel as to the delivery of some vegetables.

OBSTRUCTION.

Six chair coolies were fined 25 cents each for causing an obstruction at Peddar's Wharf; in default two days' imprisonment.

ALLEGED THEFT OF A CHAIR.

Two coolies, named Chan Ami and Man Aming, were charged with stealing a street chair, the property of Sin Cha Yub. The prosecutor said the chair was taken from before his door during the night of the 29th or 30th July last. Yesterday he saw it in the possession of the prisoners in Queen's Road. The number had been changed. The case was adjourned until Monday.

ASSAULT.

Lee Ashing, a chair coolie, was charged with assaulting Hu Achuen; also a chair coolie. Complainant said he lived in the same house as defendant, in Canton Bazaar. He was lying on his bed this morning, and asked defendant to pay him fifteen cash he owed him. Defendant denied owing the money, and threw a glass lamp at complainant, which cut his eyebrow.

Defendant said he did not owe the money, and that in throwing the lamp he was performing the ceremony of swearing. He was fined $2, and the magistrate told him next time he wanted to perform the ceremony of swearing to be more careful.

THE MURDER AT THE COSMOPOLITAN DOCK.

The inquest on the body of Chun Apak, who is supposed to have been murdered while engaged as a watchman at the Cosmopolitan Dock, on the morning of the 19th inst., was resumed at the Magistracy on Saturday afternoon. Mr. Holmes appeared to watch the inquest on behalf of the father of the deceased, and in the course of the inquiry said that the father offered $200 reward for information which would lead to the apprehension and punishment of the murderer or murderers, and Mr. Spratt offered a similar reward.

Lum Akat was recalled and asked if he saw anything lying near the body, such as a knife or chisel. He replied that he did not. Being asked if any copper was stolen on the night of the occurrence, he said that, as far as he knew, none was lost that night. If any had been taken he must have heard of it.

The father of deceased, in reply to the coroner, said deceased had not a watch or anything on his person likely to tempt anyone.

Lum Akat, continuing his evidence, said that, when he heard the cry of Ayah he was under the anchor, about ten feet from the bow and was standing. He had his face to the bow and was looking upwards. When he heard the cry he turned his head round and ran to the spot. He ran along the steps; he could not run on the floor of the dock. When he got to the spot where he expected to find deceased he saw what he thought to be a person running under the ship. Besides this figure he saw no other. He did not see deceased when he went to the spot first. He must have passed it without knowing it. The witness said he pursued the figure he saw, and went under the ship after it. Afterwards he said he went round the stern, keeping on the broad step all the time. On this discrepancy being brought to his notice he compromised the matter by saying he went under the rudder. He saw nothing more of the figure. He could see about fifteen feet, with the assistance of the light on the ship. He went back to the other side of the ship and called his companions. He looked at the dead body, which was lying on the floor of the dock, and noticed the wound in the throat. He said to the other two watchmen, "One of our companions is dead, what shall we do? We cannot get a boat until daylight." They accordingly waited until daylight. He wanted the boat to send to Hongkong to tell deceased's father. He had never had anything to do with such a matter before, and did not know what to do. He did call out "save life" until his throat was sore. He accounted for the fact of nobody hearing by the high wind.

Mr. Spratt said it was quite calm in the dock.

Witness continuing, said his master had twelve men sleeping about the length of the ship from the edge of the dock. They all came when he shouted, but seeing no thief they all went back again with the exception of two.

At the suggestion of Mr. Holmes the witness was questioned as to the clothing worn by the men that night. He said he had on the same clothes he was then wearing, and a military great coat. The other watchmen had also each a military great coat. In the morning witness and the other two rolled their great coats up to send over to Hongkong because they would not require them again.

The coats referred to had been detained by the Inspector and on one of them were some spots of blood. The witness was asked to identify his own coat, and he picked out one without the spots.

Inspector Cameron said one of the watchmen helped him to remove the body and had on at the time a great coat. There was blood all over the body.

Jogesh Khan, an Indian watchman in the employ of Mr. Spratt was next called. He said he went on duty at twelve o'clock. He saw the two watchmen in the dock on his side and hailed them six or seven times before four o'clock. About this time he went about 50 paces from the edge of the dock towards the sea. He then heard an indistinct sound come from the bottom of the dock, and he ran towards the dock. He heard a cry of "lalleloong"—(thief). When he got near the edge of the dock he stopped a moment to see if the thief would pass. Not seeing anyone he went to the bottom of the dock. He there saw three Chinese watchman standing by the deceased, who was lying on his back, dead. He asked the Chinese watchmen if deceased was the thief, thinking the watchmen might have killed him, but they said the thief had killed deceased. The other Indian watchman came to the edge of the dock and witness asked him to call Mr. Spratt. Mr. Spratt came in a very short time. Mr. Spratt ordered the boat to be got ready to go to Sow-ke-wan for the Inspector. After Mr. Spratt had seen the body witness came out of the dock and returned to his duty. Everything was quiet in the dock until he heard the noise he had spoken of. He heard no quarrelling.

Being asked, at the suggestion of Mr. Holmes, if there had been any ill-feeling amongst the workmen, witness said that the previous day Wong Aling came to him and told him there was a disturbance in the dock. He went and saw Cheong Asun, the carpenter, with a stripping bar and piece of copper in his hand, and the same time Akow, the foreman, came and took the copper from his hand. Asun said the captain wanted the copper. The quarrel lasted about five minutes. He did not know if Asun slept on the premises. He did not see him about that night. A man might have got from the place where deceased was lying to the edge of the dock without witness seeing him after he heard the cry. After he had seen the deceased, witness made a search in the neighbourhood but found no weapon of any kind.

Lum Akat, recalled, said that when the deceased lay down to sleep on the plank his head was next to the ship and his feet to the side of the dock.

Chun She Tak, the father of the deceased, was recalled and examined as to the disturbance amongst the workmen spoken of by the last witness. From his evidence it appeared that Akow had been told to take five sheets of copper to the captain and witness saw him take them. This was before half-past two, and witness did not know that the captain wanted any more. When he got the five he said that was enough. Cheong Asun had nothing to do with taking that copper. Witness had offered a reward of $200 for information leading to the apprehension and punishment of the murderer. Witness did not know that his son and Cheong Asun had ever quarrelled.

Wong Akow, head carpenter, was examined. He remembered taking the five pieces of copper. He gave them to the chief officer. That was about nine o'clock. The officer asked for two more sheets and witness told Cheong Asun to take off one, and witness gave the two to the chief officer having picked up one in the dock. Witness gave orders for no more that day and no one would have a right to take copper without the consent of witness or last witness. In the afternoon Asun gave him a piece of copper for the chief officer and Asam, one of the watchmen, said he was stealing it. Witness told Asam that Asun was not stealing it. There was not much disturbance. Asun did not appear very angry. Deceased was looking on but did not interfere in the matter at all. This was in the afternoon about three o'clock. Deceased did not make himself disagreeable to anyone over the copper.

Leong Aleong, who was in the engine house on the night of the murder, said he heard some one call out from the bottom of the dock, three or four times, "save life." He did not hear any more so he went on with his work. He was putting out the fire.

The witness was pressed to give some explanation of the extraordinary indifference he manifested on hearing the cry, but could give none, except saying he went on with his work and that he had orders not to leave. The engine-house is only about thirty feet from the edge of the dock.

The witness, further examined, said the first two cries he heard were loud, the remainder faint. There were two other men in the place, but they were asleep. Witness was afraid to go out. He did not waken the other two men because he was working.

The Coroner told witness he had behaved in a most inhuman manner.

The inquiry was adjourned until three o'clock on Monday. The court sat on Saturday for six hours.

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CANTON.

(From our own Correspondent.)

22nd September.

I send two or three scraps of news, all I can pick up just now. The flow of rascaldom from here to your port at ten cents per head seems to continue pretty steadily. I should imagine that the Hongkong police have enough to do to look after your visitors, many of whom, I know, are simply on a looting expedition.

The other day a party of thieves, armed with pistols, swords, &c., proceeded to the Western Suburb and visited the gambling houses with intent to rob them. They met, however, with a somewhat warmer reception than they had bargained for, and after a short struggle took to flight, pursued by the gamblers. One of the latter fired a pistol at the retreating miscreants, but, unfortunately, he brought down the wrong bird in the shape of an innocent passer-by, who died a few hours afterwards. The man who fired the unlucky shot was arrested by the deceased's friends, and a meeting was held in a neighbouring temple, the gamblers and the relatives of the deceased being present. The upshot was that the affair was shown to have been the result of an accident, and the gamblers effected a settlement by paying a heavy compensation to the deceased's relations.

I gave the particulars, some time back, of an affray between a party of soldiers and a band of gamblers. The former were endeavouring to levy black mail upon the latter, and upon their refusal to be squeezed carried off one of their number and lodged him in duress. His comrades, indignant at the proceeding, followed and attacked the guard-house with great determination, severely wounding a petty officer and several soldiers and rescuing the captive. The other day, however, the police succeeded in arresting three of the gamblers and their case has just been investigated by the Authorities. The unlucky men have been sentenced to be whipped through the streets, then cangued, and finally decapitated. Such is the justice administered in the City of Rams! Doubtless the condemned men are deserving of their fate, and by their execution Canton will be freed from three social pests, but it is an unquestionable fact that the mode in which the law is administered here tends to create criminals. The sentence is, too, needlessly severe. The cangue of itself would be sufficient punishment for the offence of which the men had been guilty. But they had wounded on official and resisted authority! That was the head and front of their offending. Had they simply robbed and murdered a peaceful family they would probably have escaped altogether.

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NEWCHWANG.

11th September.

We have had two or three days rather heavy rain. Fortunately most of the millet in the interior has been gathered, although in this neighbourhood, where it has not been cut, the damage is considerable. The pea crop will suffer if the rains have extended any distance.—Generally, however, natives are satisfied with this season's growth, and it is a great blessing to have plenty of fresh water. Already the air is much cooler, and woollens have long been the order of the day. Geese and duck are flying over, and give warning that the winter will soon be upon us.

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YEDO.

A Government regulation has been lately passed requiring, in case of death, a certificate of the cause from the doctor who attended the patient.

The request of some of the *kwazoku* to be allowed to purchase the Railway between Tokiô and Yokohama, has been granted by the Government.

It is rumoured that the Government are about to issue regulations, restricting the time during which licensed newspapers will be allowed to discontinue their publication without forfeiting their licenses.

Mr. Katsu, the late minister of Marine, has at his own expense, erected a monument on Kunnozan, in memory of the first Shogun of the Tokugawa line, that being the place where the body of Iyeyasu was first interred before removal to Nikkô.

The Government are about to dispatch some officials to Ishinomaki, in the province of Rikuzen, with the intention of making the port more commodious for shipping by dredging the harbour and building a pier, under foreign superintendence.

Great improvements are going on at the ground belonging to the Nishi Honganji Temple, Tsukiji, Tôkiô. This temple was destroyed by fire some years ago, but preparations are now being made to rebuild it on its former extensive scale, as very large subscriptions have been raised for the purpose from members of this sect of Buddhists all over the country. Devotees, indeed, do more than subscribe money for this purpose, for, inspired by enthusiasm, many, help unrewarded to drag heavy logs of timber to the site of the temple which are to be used in the reconstruction. It is rumoured, moreover, that a lofty edifice of foreign style will soon rear its head where the old temple stood of yore, and it is said that the Buddhists attend the services of the Christian missionaries with great diligence, and seem anxious to assimilate their modes of working as far as possible with foreign ways.—*Japan Mail.*

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SIR BROOKE ROBERTSON'S REPORT ON HAIPHONG AND HANOI.

We have just received a Blue-book containing a report by Sir Brooke Robertson on the above places. He describes Haiphong as follows:—

Haiphong is situated on the right bank of the Cua-cam and a canal which leads out of it at right angles, at the junction of which there is a French fort strongly constructed of earthworks. The country is a perfect level on both sides, with ranges of hills about four miles distant, and the French Settlement is being made by raising the ground with the mud, or clay rather, dug from a canal which will surround the concession, as it is called, much after the manner in which the British Settlement of Shamien in Canton is enfiladed. It is evidently a work of great labour, which is being actively prosecuted under French engineers, with the assistance of Annamite coolies, of which there is an unlimited supply, at the rate of six cents (3d.) per man per day. I should say that at least forty acres are under construction, and already buildings are being erected upon the finished portions, and considering this work was begun in September last only, it is very far advanced. As yet no ill effects have been felt from turning up this vast mud field, but possibly that has to come, when the great heat which prevails from May to the end of September sets in. The village is a simple street along the right bank of the canal, beginning at the square in front of the entrance of the fort, and is composed of mat huts of a very inferior description, inhabited by the natives, with here and there a better class occupied by French shops, principally sellers of wine and spirits. There is, however, a very good market, with abundance of fish, fowls, and beef, but no mutton and vegetables, and once in the week there is held what is called "the great market," when the country people flock in with their goods and produce. Previous to the French taking possession, there was scarcely a hut, even in Haiphong, and now there is a considerable village, with the usual Annamite cottages being erected in all directions. On wet days, however, the street is all but impassable from the depth of mud, but near the fort shingle has been strewn on the road, which is a little improvement upon the usual state of things.

Haiphong is the highest point to which vessels drawing fourteen feet can ascend the Cua-cam, and for the present is the shipping port of Hanoi, the capital of the province, which is situated upon the Songkoi or Red River, about sixty miles distant in a direct line, and 145 by the water route. From the extensive works under construction, it appears as if the French intended it to be the anchorage for foreign vessels; but the Red River, which debouches into the sea about twelve miles to the southward of the Cua-cam, is a fine stream, with a rise and fall in the freshets of from twenty-six to thirty feet, although at this season of the year it is very low; in fact it reminded me of the Yangtsze Kiang, bars and sandbanks blockading it approaches from the sea. When well surveyed, I can imagine no greater existing difficulty in its navigation to Hanoi than the Yangtsze offers to Hankow, and we know how well that has been overcome. I do not, therefore, see the utility of the works now being prosecuted at a great expense at Haiphong, but there may be reason for it unknown to me.

Haiphong is connected with Hanoi either by the River Cua-cam or by canals, the most available of which I have mentioned as having its entrance at that place. After proceeding about twenty-three miles by this route, boats turn into another canal, and, after going some seventy-seven miles, enter the main river, the Songkoi or Red River, and so on to Hanoi, distant about forty-five miles. The water in these canals at this season is very low, and rises but little with the tides of the two rivers which feed them. During the summer freshets they are deep enough for steam launches or small steamers drawing four or five feet, or perhaps more.

At Haiphong there was little to be seen and not much to be learned for what business there is is done at the capital, Hanoi, where the natives and the Chinese merchants reside. At one time I almost despaired of being able to reach the latter, for of native passage boats there are none, decked or covered over at least, and the distance was too great to attempt it in the *Egeria's* small steam-cutter. I found, however, a trading steam-launch called the *City of Whampoa*, which I succeeded in chartering, for I felt, unless I reached the capital, the object of my visit to Tonquin would fail. I was therefore glad to hire her, indifferent as her accommodation was.

Sir Brooke Robertson gives the following account of Hanoi:—

The town of Hanoi is situated between the citadel and the river, and extending beyond the former in a westerly direction. The streets are wide and the houses good and well built of brick in some of the principal streets, but there are numerous ones where the shops are merely mat erections in the usual Tonkinese style; with one exception—the main street from the river where the Chinese live—the streets are unpaved, and in wet weather almost impassable from the depth of the mud; but as shoes are an exception with Annamites, this drawback to European comfort does not affect them. The sedan-chair of China, so convenient for locomotion, is unknown, the high authorities and those who can afford it being carried in a hammock of silk or hemp network suspended on a pole supported on the shoulders of two or four bearers, and enclosed in silk or cotton curtains. There is a great deal of stir and movement in the streets; the shops are well stocked with articles of native workmanship, especially bamboo work in all its varieties, silk and cotton piece goods, paper, pewter, and glass ware, boxes, drums of all sizes richly painted, lacquered and gilt, and coarse crockery and china ware. Fowls, ducks, geese, oxen, and pigs are both plentiful and cheap, with abundance of fruit, bananas and vegetables, and fish. Rice is the staple food of the people, who look well-fed and healthy, and have a fair amount of muscular development. The women, however, appear to be the dominant class, for they work like the men as coolies and labourers, and preside in the shops. They are generally good-looking, carry themselves gracefully, and but for the practice of blacking their teeth many might be called handsome. The Tonquinese are evidently of the type of race which may be called "transitional," beginning in India, of which Burmah and Siam are offshoots; changing in the Malay peninsula and Annam, and again in the southern borders of China, and so with China proper, where it ends in the Mongol feature. The gradations are strongly marked and can be easily traced.

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AN AMERICAN VIEW OF CHINA'S FUTURE.

We need perhaps scarcely say that our object in reproducing the subjoined article from the Philadelphia *Item* is not precisely to endorse it, but it is interesting as showing how little real information there is about the nature of the Chinese even in the United States, where, as a rule, people are well posted upon the nature and doings of other nations. It forms a curious illustration of the truth of the proverb, "Omne ignotum pro magnifico:"—

A significant incident is the arrival at Berlin of a Chinese captain and six lieutenants, accredited to the Government, and sent to ask permission to join the army, that they may learn the German military system. It tends to show that possibly China is waking up, and it suggests all manner of possibilities in the event of her doing so. With her inexhaustible supplies of men what would not European discipline do for her? Chinese Gordon showed, during the Taiping rebellion, what drill and the guidance of European officers can effect for a Chinese force; for he converted a mere rabble into a body of troops which gained the title of "The Ever Victorious Army," and with it he suppressed a rebellion which had been raging for ten years, and against which all the powers of the Government had proved impotent. If the Chinese introduce German military discipline seriously, and supplement their standing army with a fleet, they will not long rest content to be bullied by the Western Powers, and perhaps they will not rest content to be excluded from this Land of Promise. Suppose a new-fashioned battle of Dorking was to arrive for us some of these days. Suppose an immense armada appeared of the Golden Gate, and landed a Chinese army of a million or so, all armed with breech-loading rifles, familiar with Prussian tactics, carrying Krupp guns and mitrailleuses in abundance, and commanded by a Mongolian Moltke? What could we do in such a contingency? We fear it would be found necessary to rescind the order for cutting off the Chinaman's cues, and that the hoodlums would be readier to show their backs in ignoble flight than to battle for the precious privilege of pelting Chinamen. And wild though such an imagining may seem, reflection will show that it contains almost as much possibility as the battle of Dorking. For at present all that China needs to make her formidable is that very military organisation which she has now sent her officers to acquire. She has abundance of men and means; plenty of courage, and statesmen who are quite sagacious enough to know when it is no longer necessary to truckle to foreign demands. She has succumbed heretofore only because she has been defeated in every encounter with Western armaments. But she may imitate Japan in taking a few leaves from the Western note-book, and then a change may come over the scene. Nobody thought Japan would wake up as she did, and nobody thought she would remain awake as she has done. And there is probably no material difference between the characters of those two nations, so that what is possible to one should also be possible to the other.

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THE TURCO-SERVIAN WAR.

ENGAGEMENT AND REPULSE OF THE TURKS.

The following official despatch has been published at Belgrade:—A Servian detachment consisting of two battalions of troops, with two guns, under the command of Tchisnich and Jovanovich, cut off communication between Bachka and Tonsla, and occupied positions above the river Janje, near Trebonte Tanjar and Tcontak. On Thursday the Turkish army attacked the Servians on all sides with a force of Bashi-Bazouks and Redifs. The engagement lasted until noon, when the Turks recieved reinforcements of Redifs and Nizams from Tonsla and Bjelina. The fighting then became desperate. The Servians occupied excellent positions, from which the Turks attempted to dislodge them. The engagement lasted till 4 o'clock in the afternoon, when the Servian artillery began to inflict heavy loss on the Turkish columns. The Nizams unsuccessfully charged the Servians, and at nightfall the Turks were repulsed in all directions. After resting for an hour the Servians resumed their forward march until they arrived before Tzrljena, where they encamped. The engagement lasted altogether 13 hours. The Servians fought bravely. The Turks lost 200 killed and wounded. The Servian losses were 6 killed and 15 wounded.

Colonel Becker, who used to be Tchernayeff's aide-de-camp, has arrived in Belgrade, and his presence has created some consternation. He is known now to have resigned his appointment, and it is said that he is to take charge of the fortification of Belgrade. The authorities continue to keep to public in the dark as to the military situation, but are active in trying to stir up a warlike spirit, which seems to lurk among the Belgradians who keep away from the chances of war, just as it did among the Paris National Guards during the siege. It is indirectly given out that Russia will not desert her Servian brethren, and some colour is given to this assertion by the large number of Russian officers, volunteers, and hospital staff of both sexes who have arrived in Belgrade and above all by the appearance of an officer of the Russian Imperial Guard, who paraded the street in full uniform.

General Ranko Alimpics, who has sustained another serious defeat on the Drina, and has, it is said, been compelled to remove his head-quarters from Badovinzi, has been superseded and replaced by General Komaroff, a Russian officer.

On the 14th August, a body of 5,000 Turks attacked the position beyond the Jainkowa-Klissoura defile, occupied by the Servians under Tcholac-Antich. After severe fighting, which lasted from ten o'clock in the morning four o'clock in the afternoon, the Turks were repulsed with great loss. On the same day the Circassians attacked the Servian village of Krsina, but were driven off by the inhabitants.

FLIGHT OF SERVIANS INTO HUNGARY.

More that 13,000 Servian refugees have crossed the Danube into Hungarian territory, and are increasing daily in number, notably from the neighbourhood of Semendria.

ATROCITIES IN BULGARIA.

Three thousand people were killed at Otlukkui with fearful atrocities and violations. Children of both sexes were carried about the streets on bayonets. People were burnt alive. At Bazardjik 1,000 people were killed, offering no resistance, with the same atrocities as at Batok. A bagful of human heads from Bazardjik was emptied in the street at Jambuli before the house of the Italian Consul, and eaten by the dogs. Every Bulgarian house at Jambuli was pillaged by the regular troops and Turkish neighbours. Women are outraged every day.

AMNESTY TO THE BULGARIAN INSURGENTS.

The following is the despatch sent by the Porte to its representatives abroad relative to the Bulgarian amnesty:—"His Imperial Majesty the Sultan, our august master, moved by his sentiments of paternal solicitude and exceeding clemency, has been pleased to grant a full and complete amnesty to all the individuals who were implicated in the Bulgarian insurrection, and to those whose trial is not yet terminated. Excepted from this Imperial clemency are those who have already been sentenced, and those who, having been accused of being the chiefs and organisers of the insurrection, have already been delivered into the hands of justice. All the others who are in custody will be set at liberty on giving due security. All prosecutions in connection with the events in question will be stopped, and henceforth no one will be pursued or arrested on this head. At the same time, however, the special tribunals to which the preliminary inquiries have been entrusted will be suppressed, and the sentences passed on those coming under the above-mentioned exceptions will be referred to the ordinary tribunals."

A proclamation of the Porte to the Servians is published, inviting them to submit, and declaring that the Porte regards as its children all its Christian and Mussulman subjects without distinction. It only desires to punish the Servians who have taken up arms against Turkey, but will protect peaceable inhabitants. The proclamation adds that orders have been given to the Turkish military commanders to protect the persons and property of all Servians submitting to the authority of the Porte.

PROFFERED MEDIATION OF THE BRITISH GOVERNMENT.

It is believed that our Government has expressed its readiness to offer its good offices for the purpose of mediation in the Eastern quarrel. Mr. White, our Consul, has been instructed to tell the Servian Executive that if it is inclined to request the European Powers to mediate, England will be glad to tender her services. At the same time, Sir Henry Elliot has been directed to assure the Porte that, should the Sultan's Ministers consent to the mediation of the Powers, the Government of Great Britain will readily move in the matter. We are not informed of the mode in which these communications were received, nor whether they have been attended with promising results.

It is stated that the conditions on which Turkey would consent to negotiate for peace have been communicated to the Servian Government through the agency of one of the representatives of a foreign Power. The nature of these conditions has not yet transpired, and the rumour that they include a change of dynasty and a cession of territory has its origin in the apprehensions of a political party at Belgrade.

THE ALLEGED EXCESSES BY THE TURKISH TROOPS.

The following statements are contained in the letter addressed by M. Ristic, the Servian Prime Minister, to the foreign Diplomatic Agents at Belgrade respecting the excesses committed by the Turkish troops:—"During my stay at head-quarters I became convinced that there was no exaggeration in the accounts of the acts of cruelty and barbarity charged against the Turkish army, and that far from being of an isolated character those acts were perpetrated regularly and methodically wherever the enemy entered our territory. Thus the Turkish army burned, sacked, and pillaged throughout its passage, although the Servian population nowhere offered any resistance to the invaders. All the villages the Turks passed through were reduced to ashes and the churches bombarded. The Ottoman authorities cannot deny that the Circassians, and the Bashi-Bazouks have been organised in incendiary bands. Each band consisted of four armed men, and a fifth provided with bottles of petroleum. Like Communists of sinister memory, these men spread devastation in the rear of the Turkish army. This fact is pointed out in the most positive manner by several of our officers, and particularly by Colonel Horvatovich, who commanded at Gurgusovatz. The Ottoman troops do not confine themselves to burning and destroying, even in localities where they meet no resistance. In many cases they have gone so far as to carry off women and girls whose fate is unknown. Are they destined for some harem or to be sold as slaves; or have they been murdered by the wretches who carried them off. The worst conjectures may unhappily be formed. We see reappear in the 19th century the hordes of plunderers who descended upon Europe and put all to fire and sword at distant epochs, when civilisation was nothing but an empty word. The Ottoman Government which dares to speak of a Holy War does not hesitate at the same time to carry on the struggle by means which morality, justice, and humanity must all condemn. And with what instruments does it carry on this Holy War? The Turks have nowhere consented to the burial of the dead. After the engagement of the 18th July at Veliki-Izvor, Colonel Leschjanin, commanding the Servian troops, proposed to Osman Pasha that the dead should be buried on the field of battle, within range of artillery of both armies, but the Turkish commander refused to receive the flag of truce sent to him with this proposal. The dead of both armies remained, therefore, unburied. As to the wounded, those whom we cannot remove are mutilated and plundered when they are not put to death by the modern barbarians who serve Turkey under the name of Circassians and Bashi-Bazouks. Europe has seen nothing like this since the time of Genghis-Khan. The Ottoman Government does not make war against the Servian army. It seeks to exterminate the nation itself, and carries fire and sword into districts where it has no struggle to sustain. In a word it is, I repeat, a renewal of the barbarous invasions of old with their attendant train of atrocious and infamous acts. I have thought it my duty to point out to you these proceedings, and I beg you to be good enough to bring them to the knowledge of your Government in order that the Guaranteeing Powers may be able to appreciate the manner in which the Ottoman Porte carries on the war against the Principality."

EXPECTED RISING IN CRETE.

In consequence of the refusal of the Porte, delivered by Cadreo Bey, to grant the demands of the Cretan Assembly, great excitement prevails in the Island, and a rising has been imminent. Advice was sought from Greece, which urged the Cretans to appeal to the Great Powers, and await the result. This probably they will do.

THE REAL "SICK MAN."

Austria, and not Turkey, observes the *Post*, is the "Sick Man" of Europe. That is the key to the whole position. It is Austria that is likely to go to pieces. The Russians are, so to speak, trying to kill two birds with one stone. They have been aiming at fomenting dissensions within Austria as well as within Turkey. There are Austrian Sclavs as well as Turkish Sclavs to be set free and to be formed into the future Sclavonia under the "protection" of Russia, and yet Austria, with inconceivable blindness, keeps playing exactly the Russian game. Her Sclavs seek for the bread of freedom, and she offers them the stone of incorporation with her. Trying to humour her Sclavs, who want something more than Home Rule, she in effect fosters the Sclavonic agitation against Turkey, that some day must react upon herself. The failure to keep her frontier neutral, the sustaining of Sclavonian refugees, the framing of the Andrassy Note, the adherence to the Berlin Memorandum, and the closing of the port of Klek, all these measures have been to the manifest and great advantage of Russia and her Sclavonian friends, and each has been, as it were, a nail driven into her own coffin by Austria. Too late she will find that the interest of Turkey and of herself are absolutely identical, and that to propose or accept any policy that is agreeable to Russia must be to her own disadvantage. But what has been done cannot be undone, and undoubtedly Austria has added to the difficulties of the Eastern Question by her following a weak and temporising, instead of a manly and decided policy, by inclining to Russian instead of to Turkish views; and now it will be no easy matter to bolster up the power of Austria.

* * *

THE KING OF DAHOMEY.

The *Manchester Guardian* publishes the following from its correspondent at the Gold Coast, with the date of July 5th:—The struggle with Dahomey has commenced, and the blockade is in full force, including some towns—Popo, Porto Seguro, and Abguey—to the north, which, although claiming independence of Dahomey, would have easily been used by that Power for obtaining supplies. From all accounts the King is bent upon fighting, and is possessed with the idea that he is invincible. The message that the fine would be paid seems to have been sent by his subordinates at Whydah, who wisely wished to avoid matters coming to their present pass, and had actually collected the necessary amount of oil. The King on hearing of it was exceedingly angry, and ordered that it should not be paid, and has summoned the principal mover in the affair to Abomey, where he has probably by this time been put to death. Holders of property in Whydah hope the time will soon come now when they can venture back and reside upon it freed from the fear of King Grégé's extortions by the protection of the British flag. The Dahomean army is reported to be encamped at Whydah. A man has escaped who, though not a Dahomean, had ventured with some others into that country for trade. They were all seized and told they must help to fight the white man. The King's neighbours, except at Porto Novo, are all delighted to see him in this humour, and it is hoped some more active proceedings than a blockade will be undertaken soon. It appears as though several vulnerable points can be reached by the lagoons, and, if so, the rainy season is the best for that, as the lagoons are more navigable at that period of the year. On entering upon this struggle with Dahomey it will be happy thing for the surrounding country, as well as for British rule, if a determination be at once shown that it shall be carried out to a much more satisfactory conclusion than was the case in the Ashantee expedition. No sooner was Coomassie hastily occupied and a little damaged than there was an immediate return that looked more like a retreat than a march of conquerors. The King of Ashantee was neither taken nor seen, and though it turned out that after the fall of Coomassie he really did try to catch the returning foe in order to sign a treaty of peace, he could not go as fast as those of whom he was in pursuit; and when Cape Coast was reached there was a perfect scramble on the part of our people from highest to lowest to get away. Four officers refused to remain as governors, even for a few weeks in order to secure some definite termination to what had been done, and at last the post was forced upon poor Colonel Maxwell, 2nd West India Regiment, whose health had throughout made it doubtful whether he could live through the campaign. Like the brave and noble gentleman he was, he patiently accepted the position, but all around him saw he was a dying man, and he proved utterly unfit for his duties. The Ashantee embassy arrived, and, after some hours of wrangling and disputing among those present, Colonel Maxwell signed the treaty, and a few days after, by the peremptory order of the doctors, he was taken down to the beach and sent on board a homeward-bound mail steamer, looking far more like a corpse than a living man, and, as was expected, he never reached his home. As to the Ashantee power, crushed as it was, there was no material guarantee taken as to its future subserviency to a civilized power. On paper a heavy indemnity was exacted which it was never intended should be paid in full. The supremacy of Coomassie was abolished, and the tribes which revolted were declared and acknowledged to be independent, and human sacrifices were abolished. But, as I have said, this was all on paper. King Coffee, whose name was associated with the disasters, was deposed, and under a new king the supremacy and power of Coomassie were quickly restored, all the more quickly and easily from our preventing the Djuabins and others in revolt from obtaining ammunition, while the Ashantees got as much as they wanted.

MUSICAL AND DRAMATIC NOTES.

Theatrical business is bad in Paris. Two days ago one of the principal theatres took one night 66 francs and the next 65.

It is said that Miss Ada Cavendish has accepted a play by Mr. H. J. Byron, and that Dr. Westland Marston has completed a new play.

A monument, bearing an appropriate inscription in commemoration of the Italian composer Mercadante, was uncovered last week in the Piazza Medina, Naples.

Mrs. Rousby will shortly appear at the Standard Theatre in "Twixt Axe and Crown." A version of Tennyson's "Enoch Arden" is in preparation at the same house.

The *Academy* says that there are rumours of the postponement of the Glasgow Musical Festival, which was to have taken place in November next. Professor Macfarren had completed a new cantata, composed expressly for this event, and entitled the *Lady of the Lake*.

Mdme. Christine Nilsson arrived at Copenhagen on the 3rd ultimo. She has been engaged by M. Behrendt to give a series of concerts in Sweden, Norway, and Denmark, at a salary of £200 each night. All the tickets for the first concert in Copenhagen have been sold at about 15s. 6d. each, a price hitherto unknown in Denmark.

At Hengler's Circus, in Dublin, on the 6th ult., "Lulu," the female acrobat, in taking a somersault, fell from a height of fifty or sixty feet on to the stalls, breaking a seat. She was carried from the place, insensible. Several persons almost fainted, and there was a general cry from the audience to lynch the manager who had introduced her. A great panic prevailed in the theatre for several minutes after the occurrence.

The Directors of the Philharmonic Society for the season 1877 are Messrs. Santley, John Thomas, C. E. Stephens, F. B. Jewson, F. Berger, W. Macfarren, and G. F. Anderson. The future arrangements for the concerts will require revision and reform; the past season has entailed a heavy loss, but it is not difficult, says the *Athenæum*, to assign reasons for the diminution in their attraction, in addition to the alleged cause—the hardness of the times.

Richard Wagner is, says the *Musical World*, a notorious Republican, witness his deeds in 1848; and yet among those about to attend the performances of *Rheingold* and the *Nibelungen*, at Bayreuth, are the Emperor of Germany, the King of Bavaria, three grand dukes, three princes, &c.—to speak of his native country alone. There is nothing like perseverance; and that Wagner has been "pegging away" without stint, for a quarter of a century and more, can hardly be denied.

Madame Christine Nilsson has offered two prizes, one of 20 guineas and another of 10 guineas, to be awarded by the Royal Academy of Music in July next year, to female singers who shall have been students in that institution throughout the whole academical year, and who shall be judged to sing best and second best a song of Handel, and a ballad (to be selected by the committee) suitable respectively for soprano, mezzo soprano, and contralto voices. Each prize will be presented in a casket bearing the name of Christine Nilsson together with that of the successful competitor.

Up to the present time *Aida* has been performed in the following towns of Italy:—Milan, Turin, Florence, Trieste, Naples, Perugia, Parma, Padua, Ancona, Mantua, Rome, Ferrara, Brescia, Genoa, Pisa, Ravenna, and Venice. In other countries it has been played at Berlin, Vienna, London, St. Petersburg, Moscow, Warsaw, Madrid, Barcelona, Paris, Pesth, Augsburg, Carlsruhe, Brunswick, Chemnitz, Darmstadt, Cologne, Mayence, Stuttgardt, Nuremberg, Wiesbaden, Hamburg, Prague, Schwerin, New York, Boston, and Buenos Ayres. We may also add Cairo.—*Musical World.*

The Russian Government recoils from no measure for rendering the language of Great Russia universal throughout the empire. Russian has been forced recently upon the Germans of the Baltic provinces and upon the Poles, and now the turn of the Little Russians, or Ruthenians, has come. An ukase, published recently, prohibits the publication or importation of books printed in the dialect of Little Russia, songs in the native dialect must no longer be published with music, and theatrical performances or lectures in it are interdicted. An exception is made in favour of historical documents, but this also only subject to restrictions as regards spelling and type.—*Athenæum.*

Amateurs will be glad to have a confirmation of the rumours that the Sacred Harmonic Society, in their next season, will include orchestral symphonies and secular cantatas. The fine band, under Sir Michael Costa, will thus be turned to the best account. No wonder some instrumental associations, with their opponents and partisans, have taken fright at the announcement, for the remembrance of the vivid mode in which orchestral works were executed when Sir M. Costa was conductor of the Philharmonic Society still exists strongly. The Ninth Choral Symphony of Beethoven, "Athalie," the "Walpurgis Night" of Mendelssohn, &c., are precisely the productions which ought to be heard at Exeter Hall.

There is great interest, the London Press state shown in the future theatrical season. The Shakesperian revival, which is promised in September at Drury-lane, by Mr. Chatterton, and at the Queen's, by Mr. Coleman, is said to be preparing on a scale which shall make the affair an event of the age. "Richard III." will be placed upon the boards at Old Drury regardless of expense, and, with Mr. Barry Sullivan in the title *rôle*, the tragedy will not be likely to lack force in representation. Mr. Coleman is vieing with Mr. Chatterton in the preparations he is making at Long Acre for "Henry V." The piece will be mounted in a way it has never before been in London, at the playgoing public will hail with delight the announcement that Mr. Coleman is making some great alterations inside the theatre, which will add to the comfort of his visitors.

What will Mr. Tennyson, Mr. Browning, and all our poets proper say to the evidence tendered by a well-known music publisher the other day in a copyright case? He deposed that ninety thousand copies had been sold of the song "Slap bang! here we are again!" and that the copyright of one popular comic song is frequently worth from one thousand to two thousand pounds. Shades of Shakespeare and Milton, can these things be? With regard to this matter (the *Echo* says) we can only observe, in the words of another song, which is said to have attained great popularity, "I can't make it out, can you?" Milton's "Paradise Lost" going for five pounds, and two centuries later the literature of the gutter producing its thousands! It is high time that "Tommy, make room for your uncle!" should make room for something a little more intelligible and serviceable to the community. Two things are required for the successful writing of a comic song that shall be popular in this highly-civilised age—the negation of common sense, and a superhuman attainment of folly.

It is high time (remarks *Vanity Fair*) that something should be done to resist the ever-increasing attempts made upon the purse of the playgoer. During the last few years the price of stalls at many theatres has been increased 30 or 40 per cent. for no other reason than to put more money into the manager's pocket. With this however, we have nothing to do. A manager has a perfect right to ask 100*l.* for a stall, provided he can get it, for he has taken up management as a business, and not, as some people suppose, for the purpose of elevating the British drama. Hence the fact that playgoers are kept out of a theatre by high prices when there is no extraordinary attraction is one which solely concerns the pound-wise, penny foolish gentlemen who hold the reins of theatrical government. The public have no right to complain if they pay their money and the managers give them entertainments in exchange. But the latter part of the bargain is precisely that which is not kept. The manager pockets the money, but often does his utmost to hamper the playgoer when he arrives at the theatre. A number of poverty-stricken beings, known as box-keepers, hang about the visitor's path armed with programmes, for which they loudly demand shillings and sixpences. While he is parleying with these vampires, who refuse to lead the way till the spoil has been seized, several harpies hitherto concealed, rush at the victim, tear his overcoat off his back, and wrest his stick or umbrella from his hand. Perchance he has his wife or his sister with him, and then his case is indeed a bad one. The jackals of the lobby see that their chances of prey are doubled, for long experience has taught them that the presence of a lady makes their game all the easier to play. But the playgoer's troubles do not end here. During the evening his toes are trodden upon by itinerant vendors of ices, who expect fees in proportion to the price of their wares; and should he be rash enough to slake his thirst at one of the so called "buffets" he is poisoned by a compound to which the time honoured name of "brandy-and-soda" is misapplied.

COMMERCIAL INTELLIGENCE.

OPIUM.

SUNDAY, 24th September.

Since last notice, the rates for both Patna and Benares have kept steady at $572½, and $540 for the respective kinds, but with small sales. No transactions in Malwa has been yet reported.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand........ 3/9¼
Bank Bills, at 30 days' sight 3/9½
Bank Bills, at 6 months' sight 3/10¼
Credits, at 6 months' sight 3/10½
Documentary Bills, at 6 months' sight.............. 3/10½
ON BOMBAY.—Bank, sight......... 233
ON CALCUTTA.—Bank, sight...... 233
ON SHANGHAI.—
Bank, sight........................ 74 nominal.
Private, 30 days' sight......... 76½

SHARES

SATURDAY, 23rd September.

Hongkong and Shanghai Bank Shares—15 per cent. premium, sales.

Union Insurance Society of Canton—$590 per share.

China Traders' Insurance Company's Shares—$1,475 per share.

China and Japan Marine Insurance—Tls. 15 per share.

Chinese Insurance Company.—$200 per share.

Hongkong Fire Insurance Company's Shares—$530 per share.

China Fire Insurance Company's Shares—$154 per share.

Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—12 per cent. discount.

Shanghai Steam Navigation Company—Tls. 73 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$50 per share.

Chinese Imperial Loan—£106.

SALES ON SEPTEMBER 23RD, AS REPORTED BY CHINESE.

White Wax—10 pieces, at $57.00, by Kwong Wing Shing to to travelling trader.

Brown Sugar—500 bags, at $2.75, by Kwong Wing Shing to travelling trader.

White Sugar—100 bags, at $6.20, by Kwong Wing Shing to travelling trader.

Yellow Peas—2,500 piculs, at $1.75, by Chun Chong to local trader.

Fungus—15 bags, at $28.50, by Hop Hing to local trader.

Saigon Rice—3,000 piculs, at $1.54, by Hop Hing to local trader.

Milled Rice—1,000 piculs, at $1.61, by Yuen Fat to local trader.

Quicksilver—20 flasks, at $63.75, by Kwong Sang to local trader.

Barley Pearl—30 packages, at $4.31, by Kwong Wing Shing to travelling trader.

Shellfish—10 bags, at $37.00, by Fook Hing Wo to travelling trader.

Gypsum—200 piculs, at 88 cents, by Fook Hing Wo to travelling trader.

Black Pepper—170 bags, at $7.60, by Foong Mow Loong to travelling trader.

Fungus—20 bags, $29.50, by Fook Hing Wo Shun to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER AND CO.'S REGISTER.)

SEPTEMBER 23RD.

Barometer—9 A.M.	30.062
Barometer—1 P.M.	30.016
Thermometer—9 A.M.	82
Thermometer—1 P.M.	85
Thermometer—9 A.M. (Wet bulb)	77
Thermometer—1 P.M. (Wet bulb)	78
Thermometer—Maximum	85
Thermometer—Minimum (over night)	78½

CHINA COAST METEOROLOGICAL REGISTER.

SEPTEMBER 23RD.

BAROMETER, THERMOMETER, &c.	HONGKONG.		AMOY.		SHANGHAI.		NAGASAKI.	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer	29.05	30.04	29.91	30.00	—	—	—	—
Ther'eter attached	81.0	82.0	—	—	—	—	—	—
Direction of Wind	E	ESE	SSE	NE	—	—	—	—
Force	2	2	4	2	—	—	—	—
Dry Thermometer	79.0	80.0	83.0	85.0	—	—	—	—
Wet Thermometer	74.0	76.0	76.0	77.0	—	—	—	—
Weather	b.c.	b.c.	b.	b.	—	—	—	—
Hours' Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND, is registered every two points N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate, 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. T. Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens, and hundreds.

Insurances.

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NOTICE.

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THE Steamship
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For Freight or Passage, apply to
A. MACG. HEATON.
1512 Hongkong, 21st September, 1876.

FOR LONDON.

THE A1 British Bark
"PEEP O'DAY,"
Kettle, Master, will load here for the above Port, and will have immediate despatch.

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VOGEL, HAGEDORN & Co.
1490 Hongkong, 18th September, 1876.

FOR NEW YORK.

THE 3/3 A 1. I. American Ship
"HOOGLY,"
W. Frost, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1452 Hongkong, 11th September, 1876.

FOR LONDON.

THE A1 British Clipper Bark
"QUEENSBERRY,"
Thos. Hening, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1442 Hongkong, 8th September, 1876.

FOR SAN FRANCISCO.

THE A1 American Ship
"ALICE BUCK,"
J. Heriman, Master, will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1392 Hongkong, 30th August, 1876.

FOR LONDON.

THE A1 British 3-m. Schooner
"CLACHNACUDDIN,"
McDonald, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to
VOGEL, HAGEDORN & Co.
1381 Hongkong, 29th August, 1876.

FOR NEW YORK.

THE A1 16 years British Clipper Bark
"LUCIA,"
Crowley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1382 Hongkong, 29th August, 1876.

FOR HAMBURG.

THE A1 British Bark
"ANTIPODES,"
Barnes, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
1292 Hongkong, 14th August, 1876.

FOR TIENTSIN.

THE A1 British Bark
"ROWENA,"
Bowden, Commander, will load here and have quick despatch.

For Freight, apply to
MEYER & Co.
tf 1463 Hongkong, 12th September, 1876.

FOR NEW YORK.

THE A1 American Bark
"WM. VAN NAME"
will load here and at Whampoa for the above Port, and be despatched on or before the 1st October.

For Freight, at low rates, apply to
RUSSELL & Co.
1429 Hongkong, 6th September, 1876.

FOR SYDNEY, *via* ADELAIDE.

THE A1 British Barque
"ECHO"
will have immediate despatch as above.

For Freight, apply to
B. DAVIES,
2, Queen's Road.
1231 Hongkong, 4th August, 1876.

FOR NEW YORK.

THE A1 British Bark
"OCEAN CHIEF,"
Captain Cook, will load here and at Whampoa for New York.

For Freight, apply to
HEARD & Co.
1315 Hongkong, 17th August, 1876.

FOR LONDON.

THE A1 British Barque
"RUTH,"
Minto, Master, having the greater portion of her Cargo engaged, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON;
or,
DEACON & Co., Canton.
1498 Hongkong, 7th September, 1876.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

Vessels on the Berth.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 30th September, 1876, at Noon, the Company's Steamship "*AVA*," Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 29th September, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.
Hongkong, 23rd September, 1876.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *via* Yokohama, on MONDAY, the 2nd October, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 1st proximo. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 16, Praya Central.

G. B. EMORY,
Agent.
Hongkong, 4th September, 1876.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer *CHINA*, will be despatched for San Francisco, *viâ* Yokohama, on MONDAY, the 16th October, 1876, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, *viâ* OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, *viâ* the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 15th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya Central.

G. B. EMORY,
Agent.
Hongkong, September 15th, 1876.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %)

GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

Post-Office Notifications.

A mail will close

For Bangkok.—To-day, the 25th instant, at 5 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *AVA* will be despatched on SATURDAY, the 30th instant, with Mails to and through the United Kingdom and Europe, *viâ* Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Paid to Galle only*; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

FRIDAY, 29th instant,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
SATURDAY, 30th instant,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) *addressed to the United Kingdom or to Singapore* may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet *BELGIC* will be despatched on MONDAY, the 2nd October, with Mails for Japan, San Francisco, the United States, and London, which will be CLOSED as follows:—

2 P.M. Registry of Letters ceases.
2.30 P.M. Post Office closes.

2.30 P.M. Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage, until
2.50 P.M. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on correspondence thus sent:—

	PER HALF OUNCE. Hongkong Stamps. Cents.	U.S. Stamps. Cents.
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence	8	3
Aspinwall, Bermuda, Bogota, Carthagena, Costa Rica, Cuba, Curaçao, Fiji, *Greenland, Jamaica,* New Granada, Nicaragua, *Panama,* West Indies	8	5
Hawaii, *New Foundland*	8	6
Guatemala, Mexico, Salvador, Venezuela	8	10
Belize, Greytown, Guiana, Honduras, Martinique, Santa Martha, Turk's Island	8	13
Brazil	8	15
Bolivia, Ecuador, Chili, Peru	8	17
Argentine Confederation, Buenos Ayres, Paraguay, Uruguay	8	23
Newspapers (not over 4 oz.)	2	4
Books, &c., per 4 oz.	6	10

Any articles found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be detained.

Correspondence can now be forwarded in closed Mails to the United Kingdom, *viâ* San Francisco, at the following rates:—

Letters	12 cents per ½ oz.
Registration	8 cents.
Newspapers	4 cents each.
Books and Patterns, 1 oz.	2 cents.
Books and Patterns, 2 oz.	4 cents.
Books and Patterns, every 4 oz.	8 cents.

The Mails close on 2.30 P.M., usually on the 1st and 15th of each month.

Registry cannot be effected after 2 P.M.

The average time of transit to London by this route is 50 days. The correspondence must be specially addressed *viâ* San Francisco. If insufficiently paid it will be sent *viâ* Suez.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed $25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent. on all Stamps purchased.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

The following rates of postage (which must be paid in advance) are chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom *viâ* the United States:—

For a packet not exceeding 1 ounce in weight	2 cents
For a packet above 1 ounce not exceeding 2 ounces	4 ,,
For a packet above 2 ounces not exceeding 4 ounces	8 ,,

and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

BOOKS AND PAPERS.—To British Offices, 5lb.
PATTERNS.—5lb. if without intrinsic value.
BOOKS AND PAPERS.—To the Continent, &c., 2lb.
PATTERNS.—8 oz.

4. The following articles cannot be sent by Post at all:—Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails or offensive or injurious to persons dealing with them.

PARCELS.

The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.

Some difficulty is experienced in obtaining a general understanding of *what is a Pattern*. It is a *bonâ fide* sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

Extracts.

A SUICIDE.

Judge not! 'Tis past thy ken;
Strangely the web of destiny is ordered;
In highest-natured men
The loftiest wit with depths of madness bordered!

Judge not! The taper's light
Is too small measure for volcanoes' burning;
This constant, feebly-bright,—
That sudden, with wild flame, all barriers spurning.

Judge not! Beyond the grave
We shall know better the immense, great trial;
This man submits, a slave:
The other fights, and dies, in fierce denial.

But He who views the strife,
Calm from without, more wise than those within it,
Counts the long "Yes" of life,
Not the one "No," the single faithless minute.

—*Spectator.*

THE BUTTERFLY.

(FROM THE JAPANESE.)

I know a fair lady whose face is a treasure
That dazzles the eyes of all men with its ray,
But dreaming of naught but the passing day's pleasure;
She lives like a butterfly golden and gay.

In summer's full glory, when south winds are sighing,
And earth's slowest pulses with sweet passion start,
Amid the vast joy, in soft ecstasies dying,
It chooses a blossom and clings to its heart.

But when tempests gather and dim the blue morning,
And mist-covered mountains frown over the plain,
It leaves the poor plant its bright hues were adorning,
And speeds with swift wing from the wrath of the rain.

Ah! light is the love that grows chill in dark weather,
It sings in the sunshine, but pines in the shade;
Unless we can wander with brave hearts together,
Go, find a new lover, my beautiful maid!

—*Japan Mail.*

COSSACKS.

At the middle of the last century thousands of Russians were still sold annually in the slave markets of the Crimea, and the practice went on till the Crimea was annexed to the Russian Empire by Catherine II. Even then the kidnapping did not entirely cease. Indeed it was still practised in our day by the Khan of Khiva and other potentates who had succeeded in maintaining their independence. These two different kinds of colonisation naturally produced different kinds of colonists. In the north the colonists were all agriculturists or traders; in the south, besides the agriculturists and traders, were formed a peculiar hybrid class of men, half colonists and half soldiers, known under the name of Cossacks. In old times when the struggle above mentioned was going on, it was necessary to keep always a large number of light irregular troops on the southern frontier in order to protect the sedentary population against the raids of the nomadic Tartars. These troops were recruited sometimes in the usual way and sometimes by sending to the frontier the inmates of the jails, and the name Cossack was commonly applied to them. But these were not the Cossacks best known to history and romance. The genuine "free Cossacks" lived beyond the frontier and possessed a certain military organization, which enabled them not only to defend themselves against the Tartars but even to make raids on Tartar territory, and repay in some measure the barbarities which the Tartars had committed in Russia. Each one of the rivers flowing southwards—the Dnieper, the Don, the Volga, the Yaik or Ural—was held by a band of these free Cossacks, and no one, whether Russian or Tartar, was allowed to pass through their territory without their permission. Officially they were Russians, professed champions of Orthodoxy, and loyal subjects of the Tsar, but in reality they were something different. Though they were Russian by origin, language, and sympathy, the habit of kidnapping Tartar women introduced a certain mixture of Tartar blood. Though professed champions of Orthodoxy, they troubled themselves very little with religion and did not submit to the ecclesiastical authorities. Their political status cannot be easily defined. Though they professed allegiance and devotion to the Tsar, they did not think it necessary to obey him, except in so far as his orders suited their own convenience. And the Tsar, it must be confessed, acted towards them in a similar fashion. When the Tsar found it convenient, he called them his faithful subjects; and when complaints were made to him about their raids into Turkish territory, he declared that they were runaways and brigands, and that the Sultan might punish them as he thought fit. At the same time, however, even when they were declared to be brigands, they regularly received ammunition and supplies from Moscow, as is amply proved by recently published documents.—*Fortnightly Review.*

HALLUCINATIONS.

Strange, even incredible, as it appears, sane people are subject to hallucinations, which are sometimes as wild and grotesque as those of any patient in a lunatic asylum. For instance, a New York gentleman of good social standing, every summer imagines himself a victim of hydrophobia. He is perfectly aware that this is an hallucination; nevertheless he suffers terribly from it. He will suffer for hours before he will dare to attempt to quench his thirst by swallowing a liquid. Of course, ultimately, by a strong effort of the will, this imaginary hypodrophobiac will wash his hands and experience no real difficulty; he will drink water or wine at last without any evil results. But the amount of suffering this perfectly sane and healthy gentleman undergoes from this hallucination has been something fearful to contemplate. Another case is that of a young lady who, for a certain portion of every day, fancies that all the people she meets wear masks. There is no madness here, no disease, no nervousness. She will talk, eat, write, walk, or dress in a perfectly natural manner, though her mother, her servant, the people she meets in the street, will all seem to be wearing masks. Another case is recorded in which a person perfectly sane would always speak in whisper, convinced that when so doing he was speaking in an ordinary tone. If any one bent down or came near to catch what he had to say, he would look in wonder, or construe it as an impertinence. This hallucination lasted for several months. The constant presence of an hallucination, although it is known to be such, will in some cases induce suicide. "I knew," said Wigan, "a very intelligent and amiable man who had the power of placing before his own eyes himself, and who often laughed at his double, who in turn would laugh at him. For some time this was a subject of amusement—a joke—but the ultimate result was terrible. He became gradually convinced that he was haunted by himself, and so, to avoid his terrible double, blew his brains out." The classes denominated nervous people are generally regarded as more prone to become the victims of hallucinations than persons of a phlegmatic temperament. Yet, as has been shown, the latter class is subject to hallucinations. The illusions to which the nervous are prone are, however, more intense or more enduring, it would seem. A perfectly sane woman, a French lady of education, but very nervous, imagined herself for years to be possessed by devils. Another lady said that her over skin always looked to her as if it was covered with scales. Another always felt that a snake was crawling along her person. Another female fancied that all the meat she saw was fish. A fourth person, a man, was persuaded that he lost his stomach, yet he was eating all the time, fully expecting after each meal that some terrible intestinal difficulty or disease would arise within him. Hosts of similar illusions could be cited, in ordinarily intelligent and healthy persons. In fact, so many of this kind come within the observation of medical men, that they agree in deciding that hallucinations are by no means a sign of mental disorder.

THE DUKE OF SUTHERLAND.

On both sides of the house he can claim descent from anointed kings, for through his ancestress, the wife of Granville, second Earl Gower, he can trace his pedigree from the Princess Mary of Tudor and Henry VIII; whilst his grandmother was the last representative of a long line of belted earls, whose ancestress was a daughter of the Bruce. Notwithstanding all this the present Duke of Sutherland is understood to be deeply imbued with democratic sympathies: he has always been a firm friend of popular freedom, and he has earned an honourable reputation as the patron of enslaved races, and the helper of oppressed nationalities. To be one of the chosen companions and most respected advisers of the Prince of Wales (whom he accompanied in his visit to India in 1875-6), the generous host and princely entertainer of Garibaldi, indicate a nature of wonderful breadth and liberty of sentiment in a man. . . . . Yet there is hardly any English noble who, as regards political life, has so sedulously hidden his light under a bushel. Though the Duke of Sutherland has sat in both Houses of Parliament, he has never made a figure in either. Save that he has always been thought to have democratic leanings, his Grace has practically ignored politics, as far at least as it is possible for one of the princeliest landowners of the country to do so. Somebody has said that in times of excitement England is ruled by its people, but in times of quiet it is governed by its property. In this sense, of course, the Duke of Sutherland may be regarded as one of the most effective influences in the land. He wields a collective political and social power through his property and family connections in three kingdoms second to none enjoyed by the head of any other great governing race in the land.—*Cassell's "National Portrait Gallery."*

THE ELEPHANT IN CENTRAL INDIA.

In the region of Central India, which is destitute of roadways or railways, elephants are the chief reliance of the traveller, bearing him in safety over a country often impassable to any other beast of burden. Even the camel is considered less sure and trustworthy in difficult and dangerous passes. But, when pursuing a journey, the elephant is an object of great care—it being necessary to insure against his declining in strength under the fatigue of long daily marches. Several persons are required in order to attend properly upon the animal; therefore, the mahout, or driver, generally takes his wife and children along with him to assist in his especial duties. Morning and evening the animal must have a bath, and, before he sets out on his march, every part of his body where the skin is liable to crack in the hot sun—his forehead, ears, paws, etc.—must be anointed with grease. When at rest, he must be placed in the shade and relieved of his trappings. A simple cord tied around one leg, and fastened to a stake, suffices to confine him, as a docile elephant never attempts to break away from restraint.

His daily rations, while on the march, consists of from twenty to twenty-five pounds of wheat flour, kneaded into cakes with water, and a pound of ghee or clarified butter, and a half-pound of salt. These cakes are baked in pound loaves, and one-half is given at each of two separate meals. These rations ought not to be abated in quantity; hence it is important that the traveller should look to the matter himself, as the mahout does not scruple to rob the elephant by way of providing his own family. But the regular meals of bread do not by any means furnish sufficient sustenance for the huge beast. He must be regularly taken to the jungle, where he selects and breaks off for himself branches of particular trees, species of the fig are his especial favorites, and, loading them on his back, returns to camp. He there strips off the leaves, which he rejects, and, by a single dexterous stroke with the delicate finger terminating his trunk, removes the bark from each twig, however slight, and then, discarding the wood as he before had done the leaves, regales himself upon the bark alone.

A species of grass (*Typha elephanta*), with leaves growing to the size of a sabre-blade, abounds in the pools of Central India after the month of April, and is preferred by the elephant to fig-boughs. He is also very fond of the sugar-cane, but this is too heating a food. The animals often makes up balls of earth, generally of red loam, and swallows them. This bolus acts as a violent cathartic, and is instinctively employed by the sagacious brute as a remedy for intestinal worms, with which he is very much troubled.

The animal soon becomes attached to the traveller who rides him, greeting his approach with a friendly cry, obeying his lightest directions, and carefully breaking the branches bending over the patch, that might strike him in passing.

M. Rousselet, employed the elephant in a great part of his travels in Central India. At one time he was caught in a dreadful storm, in a march which he had unwisely taken in the rainy season. The rain fell in torrents, the lightning played in violet streaks along the ground, and the thunder broke in incessant peals from the sky. It was necessary in the course of the march to ford a stream that had been swollen by the deluge into a deep and furious torrent. M. Rousselet, his travelling companion and the mahout, were mounted upon a single elephant, which was directed toward the raging current.

"The sagacious beast," writes M. Rousselet, "approached the water, sounded it for a moment with his trunk, as though to test the force of the stream, and then fell back, uttering two or three cries like the sound of a clarion, as if to protest against our temerity. A touch with a pike on the crown of his head warned him, however, that we were not inclined to dispute about the matter; and bravely resigning himself, he dashed into the water. His heavy bulk seemed insensible to the strength of the current; yet it was only by letting himself drift for a few hundred yards that he could reach the opposite bank. There he had already planted his fore feet on the ground, his crupper rounded, and we had arrived in port, when suddenly his feet slipped and he fell back heavily into the torrent, causing the water to dash upward above our heads. A terrible cry of anguish escaped our lips, for we were lost! The elephant, bewildered and desperate, was floating along, carried away by the stream, and we could even hear the roaring of the falls of Betwah in front of us. All at once the intelligent animal appeared to stiffen his body. We felt him swimming; he left the bed of the current and we touched the bank. We found ourselves facing an almost perpendicular bank of clay, from eight to ten feet in height. The elephant buried his feet in it, kneading the muddy earth, and making it yield under his repeated efforts, he finally succeeded in hollowing out a passage. We had reached half-way to the top—the ground almost within reach of our hands, and below us was the torrent, roaring, dashing down ten yards farther off, over the ruins of the dyke. A single false move of the animal would have been certain death to us; but the elephant seemed to be as sensible as ourselves of the imminence of peril, and he walked on with incredible energy, excited by his mahout, who caressed and supplicated him in touching accents. At times the whole mass of his hide was convulsed with a nervous tremor, and he uttered low, plaintive cries. At last, after a quarter of an hour's labour, the elephant's back reached the level of the ground, when we leaped on the bank, and, relieved of our weight, he soon after joined us. It may be imagined with what feelings of gratitude I embraced the brave animal to which we owed our lives.'

CAPTAIN MORESBY'S DISCOVERIES.

It is to the credit of Captain Moresby that he has now accurately laid down several hundred miles of a coast which before only existed in imagination; nor is this the case with New Guinea alone. It is equally true of the D'Entrecasteaux Islands beyond the South-east Cape, which, though named after the navigator, were never visited by him, and were so unknown to the scientific world, that in the sailing directions supplied to the *Basilisk* it was suggested that they would probably be found not to be islands at all, but an integral part of New Guinea. If we ask why it is that previous navigators have left the geography of the south-east end of New Guinea in such a nebulous state, it will be found in the fact that the approach to the island from that quarter is guarded by the enormous coral barrier called the Louisiade Reef, which extends from Teste Island to the east for 200 miles, and is beaten by continual surf, and exposed for eight months in the year to the S.E. monsoon, besides being beset by strong and baffling currents. Then, again, the natives were supposed to be peculiarly ferocious, so that Borgainville, even in his distressed condition, preferred to beat to windward, round the entire Louisiade group, rather than seek a passage round New Guinea on his way to the Dutch settlements. Should such a passage be found through the Louisiade Reef, the navigation between Australia and North-east New Guinea would be opened up, and a far shorter route between Australia and China would be discovered. Captain Moresby had a conviction that such a passage existed, just as he had found Basilisk Passage through the reef off the south-east coast of New Guinea; and, strong in this feeling, he steered on April 9th for Teste Island, twenty-two miles from the then supposed south-eastern extremity of New Guinea. This island had been sighted but not visited by Captain Owen Stanley. It was found to be fertile, and inhabited by a race who, though cannibals, were not otherwise offensive. They had never seen white men, and when coaxed on board were ludicrously afraid of sheep, which they thought a ferocious animal. Hoop-iron here was in great demand, but even cocked-hats, manufactured out of newspapers, for a time had their value. "The good feeling shown to us by these poor savages," says Captain Moresby, "was an unspeakable comfort to me for every reason; not the least being that any hostility on their part would have hindered, or even stopped, our work." That work was more serious than the contemplation of any savages, however interesting, and Captain Moresby now prepared to accomplish it by climbing to the top of Teste Island, 600 feet high, and taking a good survey of the New Guinea coast. Here he had an experience something like Captain Lawson's. The hill seemed covered with a velvet sward of emerald grass, but on closer acquaintance the grass turned out to be coarse, sharp-edged, and prickly; it was also from ten to fourteen feet high. Through this the party had to force their way, the leader throwing himself bodily forward and pressing down the grass by his dead weight, while the rest followed, each becoming leader in his turn. This was such hard work that one, at least, of the party gave in; the rest, after two hours' toil, stood at the top, with clothes torn to tatters and lacerated skins. But what of that? a glorious prospect rewarded them! There lay the south-east end of New Guinea, with its bright mountain chain, cleft suddenly in twain by a bright blue thread that lay across it. That was enough to indicate that water lay between them and the true south-east extremity of the island. This happened on Good Friday, and resulted in the discovery of Fortescue Straits, cutting off nearly fourteen miles of New Guinea, and forming them into Moresby Island. Thus one channel round the great island was formed, but more remained behind. By a boat expedition it was discovered that between Fortescue Straits and the main there was yet another island, and another and safer channel. The island was named after the *Basilisk*, and the channel, the future highway to Asia, China Straits. To these discoveries were added Heytor Island and Heath Island, the latter of which affords a fine prospect of a great rounded bluff, which dips from a height of 2,000 feet into the blue waters of the strait. This is the majestic termination of the Owen Stanley Range, called after that enterprising and lamented discoverer, and, at the same time, the south-easternmost foreland of New Guinea. Feeling all the importance of these discoveries, Captain Moresby resolved to occupy the new territory in a formal manner, and thus to annex them to the British dominions.—*Edinburgh Review.*

A POST-OFFICE IN INDIA.

A post-office in the country is a dark bamboo hut, only lighted by a lamp, which is nothing more than a wick in a sort of shallow copper pan, more like a large ink-stand than a lamp. Inside the place you find some men busy doing what they call "sorting the letters," and you are asked to throw your letter in among the rest, by way of posting it. You feel very much inclined not to do it, for it seems to you you may as well throw it anywhere while you are about it, as on the heaps of other letters lying strewed about. There are plenty other people there, who are standing about, looking on, evidently with nothing to do, and having no business where they are. But if you try to hint this, or ask the postmaster what they are doing there, he answers. "This man *Sahib?* oh, he is my brother." "And this man?" you say, pointing to one who had been very industrious indeed in looking on at other people working. "He? oh, he has married my sister." So, of course, you can say no more, though you don't see that being the postmaster's grandfather would give a man anything to do with the letters or the post-office, and you walk away, feeling very much as if you had just dropped your letter out of your pocket instead of having taken it to a post-office. But if you were to wait until the end you would see all the letters were sorted, and fastened up safely in their proper bags, and taken away to be sent to their different addresses.—*Little Folks.*

SENDING PLANTS TO SLEEP.

Several members of the Parisian Biological Society have recently been engaged in a series of experiments which seem to prove that everything endowed with life, whether animal, plant, or ferment, is susceptible of being brought under the influence of anæsthetic—in other words, may be sent to sleep. It has been proved that the influence of anæsthetic extends to all the animal tissues, and last of all to the central nervous system. Hence, it was argued, plants having tissues must also be subject to the influence of ether, &c. Experiments prove this to be the case. The watercress, for example, germinates within 30 hours. Ether arrests germination in this plant, but does not destroy that faculty. It merely sends the plant to sleep, for germination recommences as soon as the use of ether is suspended. But the sensitive plant furnishes a still more striking illustration. Its sensitive faculty is rendered completely dormant by etherisation, while the other living properties remain unaffected. On suspending the action of ether, the sensitive faculty of the plant is quickly restored. This capability of being sent to sleep is not confined to plants; it extends to ferments. Thus the ferment of beer, when submitted for 24 hours to the influence of ether, becomes perfectly dormant but recovers its activity as soon as the anæsthetic action is suspended. In future the practical botanist must not pursue his cruel rambles without the assistance of one of the Clover family.—*Medical Examiner.*

HONGKONG MARKETS.

As Reported by Chinese on the 23rd September, 1876.

COTTON GOODS.

American Shootings, 15 lbs.	per piece	$2.50 a 2.60
American Drills, 30 yards	,,	2.75 a 2.80
40 ,,	,,	3.80 a 3.90
Cotton Yarn, No. 16 a 24	per 400 lbs.	85.00 a 101.00
,, ,, 28 a 32	,,	100.00 a 115.00
,, 38 a 42	,,	112.00 a 124.00
,, Bombay	,,	76.00 a 78.00
Chintz	per piece	$1.80 a 1.85
Dyed Spotted Shirtings	,,	3.65 a 3.90
,, Brocade Do.	,,	3.75 a 3.90
,, Damask Do.	,,	5.80 a 5.90
English Drills 30 yards	,,	2.10 a 2.15
,, 14 lbs.	,,	2.60 a 2.75
,, 15 lbs.	,,	2.85 a 2.90
Grey Shirtings, 7 lbs.	,,	1.60 a 1.65
,, 8 lbs.	,,	1.70 a 1.75
,, 8½ lbs.	,,	1.95 a 2.40
,, 9 lbs.	,,	2.60 a 2.65
,, 10 lbs.	,,	2.25 a 2.85
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	,,	1.25 a 1.40
,, 24 ,, & 32 in. 7 lbs.	,,	1.40 a 1.90
,, 24 ,, & 36 in. 8 lbs. XO	,,	1.95 a 2.10
,, 24 ,, & 36 in. 8 lbs. QL	,,	2.10 a 2.15
,, 24 ,, & 36 in. 8 lbs. XX	,,	2.60 a 2.65
Handkerchiefs, Blue	per doz.	0.60 a 0.70
,, Brown	,,	0.62 a 0.65
,, Red	,,	0.77 a 0.80
,, Light Red	,,	0.77 a 0.78
Jeans, 30 yards	,,	2.30 a 2.42
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
,, Figured 24 ,,	,,	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	,,	2.15 a 2.25
,, 3 lbs.	,,	2.30 a 2.35
Velvets, Black, 22 in.	per yard	0.20 a 0.21
,, Gentian, 22 ,,	,,	0.17 a 0.18
Velveteens, Black	,,	0.23 a 0.24
,, Gentian	,,	0.28 a 0.29
White Shirtings, 54 a 60 reed	per piece	1.85 a 2.00
,, 64 a 66 ,,	,,	2.15 a 2.30
,, 88 a 80 ,,	,,	2.55 a 3.20
,, 600 ,,	,,	3.75 a 3.80
,, 7,000 ,,	,,	3.40 a 3.45
,, AA	,,	1.70 a 1.75
,, EF	,,	6.10 a 6.15
,, MH	,,	5.00 a 5.05
,, EI	,,	6.10 a 6.20
White Spotted Shirtings	,,	2.50 a 2.55
,, Brocades	,,	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a 3.00
,, 8 lbs.	,,	3.00 a 3.05
,, 9 lbs.	,,	3.70 a 3.80
,, 10 lbs.	,,	4.85 a 5.10
,, 12 lbs.	,,	6.10 a 6.20
Camlets, 888	per piece	16.00 a 16.50
,, 88	,,	17.50 a 18.00
,, 8	,,	18.00 a 18.50
,, BBB	,,	19.00 a 19.50
,, AAA	,,	18.00 a 18.50
,, LLL	,,	16.00 a 16.50
Cloth, Broad	per yard	2.10 a 3.00
,, Medium	,,	1.08 a 1.80
Long Ells, M M Scarlet	per piece	9.10 a 9.20
,, ,, Assorted	,,	8.80 a 8.90
,, H H Scarlet	,,	9.00 a 9.05
,, ,, Assorted	,,	8.60 a 8.70
,, H Scarlet	,,	9.10 a 9.20
,, ,, Assorted	,,	8.85 a 8.90
Lustres, Figure	,,	5.05 a 5.10
Lasting, DD	,,	14.50 a 15.00
Orleans, Plain	,,	5.00 a 5.30
Spanish Stripes	per yard	0.78 a 0.79

METALS.

Iron, Nail Rod	per picul	2.90 a 3.10
,, Hoop	,,	3.50 a 3.55
,, Bar	,,	2.90 a 2.95
,, Wire	,,	6.75 a 6.80
Lead	,,	7.70 a 7.90
Pigs, W.B.	,,	7.50 a 7.80
,, Lead, LB	,,	7.50 a 7.60
Quicksilver, English	,,	61.00 a —
,, American	,,	64.50 a —
Steel, English	per tub	4.00 a 4.10
,, Swedish	,,	5.00 a 5.05
Sheathing Metal	per picul	25.00 a 28.00
Spelter		8.20 a 8.21
Tin, Malacca	per picul	20.50 a 21.50
,, Plates	per box	6.10 a 6.25

PRODUCE.

Almonds	per picul	18.50 a 19.00
Alum, 1st quality	,,	1.70 a 1.75
,, 2nd ,,	,,	1.50 a 1.65
Bark, Siam	,,	0.83 a 1.10
,, Camphor	,,	14.50 a 15.00
Beche de Mer	,,	30.00 a 55.00
Bees Wax, Japan, White	,,	9.10 a 9.25
,, ,, Yellow	,,	44.00 a 28.00
,, Hankow, White	,,	56.50 a 57.00
Birds' Nests, 1st quality	per pcl.	$2,200 a 4,000
,, 2nd ,,	,,	650 a 800
,, 3rd ,,	,,	180 a 250
Brimstone	,,	2.90 a 2.95
Buffalo's Hide, Manila	,,	12.00 a 15.50
Camphor, picked	,,	14.80 a 16.00
,, Baroos, clean	,,	4,800 a 5,000
,, Refuse	,,	2,800 a 3,200
Cardamons, Superior	,,	145.00 a 150.00
,, Inferior	,,	85.00 a 88.30
Cloves	,,	34.00 a 35.00
Coals, Afloat	per ton	
,, English steam	,,	10.00 a 11.00
,, Sydney	,,	9.00 a —
Coffee	per picul	22.20 a 24.50
Copper Sheathing, Japan	,,	28.00 a 29.00
,, Rod ,,	,,	34.50 a —
,, Nails	,,	23.50 a 23.60
Cotton, Shanghai	,,	17.50 a 18.00
,, Bombay	,,	13.00 a 15.50
,, Shantung	,,	17.00 a 17.50
,, Ningpo	,,	18.00 a 18.20
,, Tientsin	,,	18.00 a 18.50
,, Tungchow	,,	17.50 a 18.00
,, Calcutta	,,	13.00 a 15.50
Cotton Seeds, Saigon	,,	4.95 a 5.00
,, Siam	,,	4.70 a 4.80
Cow's Hide	,,	9.50 a 9.75
Cuttlefish, Japan	,,	28.50 a 32.50
,, ,, without bones	,,	13.00 a 14.50
,, Chauchow	,,	23.50 a 24.00
Cutch	,,	5.80 a 6.10
Dates, Black	,,	4.40 a 4.70
,, Red	,,	4.05 a 4.20
Dried Lily Flowers	,,	6.20 a 6.80
Elephant's Teeth, 4 a 5 pieces	,,	250 a 300
,, 7 a 8 ,,	,,	200 a 220
Flour, California, per sack of 50lbs.		1.25 a 1.30
,, American per barrel of 100lbs.		2.80 a 2.90
,, ,, ,, of 200lbs.		6.10 a 6.25
Fungus		80.50 a 81.00
Flints	,,	0.60 a 0.65
Ginseng, American, 1st quality	,,	220.00 a 300.00
,, ,, 2nd ,,	,,	160.00 a 210.00
Hams, Ordinary	,,	Tls. 11.0.0 a 13.5.0
,, Superior	,,	Tls. 21.5.0 a 28.0.0
Hemp, Hankow	,,	10.50 a 12.00
,, Siam	,,	10.40 a 11.00
Isinglass, Japan	,,	36.00 a 45.00
Melon Seeds, 1st quality	,,	5.50 a 5.60
,, 2nd ,,	,,	5.10 a 5.20
Mushrooms	,,	47.00 a 50.00
Mussels, Dry Siam large	,,	10.00 a 11.00
,, ,, ,, middle	,,	7.00 a 7.50
Mussels, Dry Siam small	per picul	$5.70 a 6.00
Peas, White	,,	2.15 a 2.20
,, Green	,,	2.25 a 2.35
,, Black	,,	1.60 a 1.63
,, Yellow	,,	1.70 a 1.75
,, Green Beans	,,	1.80 a 1.85
Pearl Barley	,,	6.50 a 7.50
Potatoe Flour	,,	Tls. 1.5.0 a 1.7.5
Putchuck	,,	13.00 a 14.70
Rhinoceros Horn	,,	2,600 a 3,000
,, ,, Mother	,,	2,000 a 2,100
Rice, Bengal, Cargo No. 1	,,	2.45 a 2.50
,, ,, ,, 2	,,	2.20 a 2.25
,, Siam, white	,,	1.45 a 1.55
,, ,, mill cleaned	,,	1.35 a 1.45
,, Manila	,,	2.35 a 2.40
,, Singapore	,,	1.88 a 1.91
,, Saigon	,,	1.60 a 1.74
,, Arracan	,,	2.10 a 2.15
,, Rangoon	,,	2.35 a 2.40
Saltpetre	,,	5.40 a 5.70
Seaweed, Green	,,	2.60 a 2.70
,, Cut	,,	4.10 a 4.20
Sesamum, White	,,	5.20 a 5.50
,, Black	,,	5.30 a 5.75
Sharksfin	,,	55.00 a 60.00
Shellfish, Japan	,,	25.00 a 33.00
,, California	,,	14.00 a 14.60
Stockfish	,,	5.00 a 6.40
Straits Produce, &c.—		
Rattans, Straits	per picul	4.85 a 5.00
,, Banjar	,,	4.25 a 4.50
Pepper, White	,,	13.50 a 14.00
,, Black	,,	6.25 a 6.40
Betel Nut	,,	2.85 a 2.90
Sandal Wood, Malabar	,,	8.20 a 8.75
,, ,, South Seas	,,	13.00 a 14.50
Sapan Wood, Manila	,,	1.60 a 2.00
,, ,, Siam	,,	2.25 a 2.50
Sugar, Canton White, 1 a 3	,,	5.20 a 5.45
,, ,, Dark Brown	,,	4.70 a 5.00
,, West Coast, Dark Brown	,,	— —
,, Manila, Dry White	,,	5.45 a 5.60
,, Candy	,,	8.10 a 8.25
,, ,, Foochow	,,	8.90 a 9.30
Vermicelli, Tientsin	,,	8.10 a 8.70
Walnuts	,,	4.35 a 4.50
Wheat, Tientsin	,,	1.65 a 1.70
,, California	,,	2.00 a 2.05
Wood Oil	,,	Tls. 5.9.0.0 a 5.9.5.0
Pea ,,	,,	5.3.5.0 a 5.4.0.0
Tea ,,	,,	$9.25 a 9.55
Window Glass	per box	5.30 a 5.40

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Belgic	Sept. 18	Metcalfe	Brit. str	2652	O. & O. S. S. Co	Y'hama, &c.
Calabar	June 19	Hutchison	Brit. str	1268	Landstein & Co	
China	Sept. 19	P. Hennings	Ger. str	648	Siemssen & Co	Shanghai
Chinkiang	Sept. 10	J. Hogg	Brit. str	780	Siemssen & Co	K'loon Dock
Danube	Sept. 21	Clanchy	Brit. str	561	Yuen Fat Hong	Bangkok
Douglas	Sept. 23	Burnie	Brit. str	861	D. Lapraik & Co	East Coasts
Fame	—		Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Fookien	—	Priest	Brit. str	106	Tuck Mee & Co	Tug Plying
Iohang ‡	—	D. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	—	T. Benning	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang ‡	—	A. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Norden	Sept. 20	N. Jensen	Dan. str	778	Wm. Pustau & Co	
Ocean	Sept. 22	Jaques	Brit. str	979	Jardine, Matheson & Co	Cooktown
Pernambuco	Sept. 18	Wm. Hyde	Brit. str	843	Melchers & Co	Bangkok
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	184	Kwok Acheong	
Thales	June 3	Chas. Coles	Brit. str	820	D. Lapraik & Co	
White Cloud §	—	Moreton	Brit. str	652	H. C. & M. Steamboat Co	
Yot-sai §	—	D. Browne	Brit. str	180	Kwok Acheong	
Yottung	June 9		Brit. str	233	Kwok Acheong	

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Advance	Sept. 20	Thomsen	Siam. bk	336	Chinese	
Alex. McNeil	Sept. 13	J. T. Pettes	Amr. sh	1099	Rozario & Co	
Alice Buck	Aug. 9	Heriman	Amr. sh	1425	Vogel, Hagedorn & Co	S. Francisco
Alphington	Aug. 31	Cunningham	Brit. bk	327	Wieler & Co	Haiphong
Alva	June 21	Ed. A. Souza	Port. sh	630	Brandao & Co	
Anglo-Saxon	Sept. 5	Harrington	Brit. sh	693	Vogel, Hagedorn & Co.	Honolulu
Auguste	Sept. 4	S.A.M. Buck	Ger. bk	284	Siemssen & Co	
Brema	Sept. 22	K. Timpe	Ger. bk	380	Wieler & Co	
Bus Caao	Aug. 24	Lange	Siam. bk	400	Chinese	Bangkok
Canton	Sept. 9	Crantz	Ger. bk	393	Siemssen & Co	
Canton	Sept. 4	Knudsen	Siam. sh	779	Chinese	
Challenge	Sept. 10	Wm. Sharp	Brit. bk	600	D. Lapraik & Co	
Chingtoo	Sept. 14	Baikie	Brit. sch	304	Borneo Co	Cape Town
Chong Soon	April 30	Cheng Sang	Siam. sch	200	Chinese	Newchwang
Colibri	Sept. 9	Asmussen	Ger. bg	279	Ed. Schellhass & Co	
Denbighshire	Sept. 11	D. Williams	Brit. bk	483	Jardine, Matheson & Co	
Dr. Peterman	Aug. 31	D. Siegener	Ger. bk	737	Russell & Co	S. Francisco
D. of Abercorn	Sept. 19	Dalrymple	Brit. sh	1050	Vogel, Hagedorn & Co	
Echo	July 27	Tozer	Brit. bk	369	B. Davies	Sydney
E. Nicholson	Sept. 10	Grierson	Brit. sh	904	Borneo Co	
E. Rickmers	Sept. 13	Weydeman	Ger. bk	307	Melchers & Co	
Ferdinand	Aug. 13	Westergaard	Ger. bk	400	Melchers & Co	Bangkok
Fontenaye	Sept. 10	Taylor	Brit. sh	635	Arnhold, Karberg & Co	
Formosa	Sept. 15	Schweer	Brit. sch	282	Melchers & Co	Newchwang
Gloucester	Aug. 9	Vincent	Brit. bk	526	Rozario & Co	
Hansa	Sept. 18	Deneken	Brit. bk	499	Wieler & Co	
Hongkong	Sept. 21	Buthmann	Siam. sh	936	Koh Mah Wah	
Hoogly	Aug. 8	W. Frost	Amr. sh	1188	Vogel, Hagedorn & Co	New York
Humboldt	Sept. 22	A. F. Stoll	Ger. bk	330	Ed. Schellhass & Co	
Invererne	Aug. 25	Foreman	Brit. sh	744	Jardine, Matheson & Co	
James Aikin	Aug. 31	Sim	Brit. sh	958	Holliday, Wise & Co	Iloilo, &c.
James Wilson	Aug. 2	Prideaux	Brit. bk	326	Olyphant & Co	Melbourne
Jessie Isabel	Sept. 15	Mills	Brit. bk	721	Order	
J. Sverdrop	Aug. 12	Petersen	Nor. bg	182	Arnhold, Karberg & Co	New York
Kate Waters	July 6	Simpson	Brit. bk	580	Rozario & Co	
Kim Yong Tye	Sept. 9	Korfoed	Siam. bk	329	Chinese	
Korsor	Sept. 9	Grave	Dan. bk	317	Ed. Schellhass & Co	
K'prindsessen	Sept. 15	Hansen	Dan. bk	343	Ed. Schellhass & Co	
Lizzie	Sept. 9	Inokay	Brit. bk	385	Broadbear, A'thony & Co	
Loiterer	Aug. 13	Vincent	Amr. sch	45	Insurance Co	
Miako	Sept. 8	Knight	Brit. bk	516	Melchers & Co	Java
Memento	Aug. 20	Renvald	Brit. bk	464	Arnhold, Karberg & Co	Newchwang
M. Selchau	Sept. 22	Gerstenberg	Dan. bk	447	Wm. Pustau & Co	
Parry	Sept. 4	Vallentinsen	Norw. bg	171	Arnhold, Karberg & Co	London
Parthia	Aug. 31	J. Paterson	Brit. sh	1022	Gibb, Livingston & Co	Manila
Peep o'Day	Aug. 31	G. Kettle	Brit. bk	481	Vogel, Hagedorn & Co	London
Portia	June 28	Constantine	Brit. bk	301	Arnhold, Karberg & Co	
Queensberry	Aug. 31	Hening	Brit. bk	628	Vogel, Hagedorn & Co	London
Roderick Hay	Aug. 31	Nicolson	Brit. bk	290	Chinese	
Rowena	Aug. 15	Bowden	Brit. bg	193	Meyer & Co	Tientsin
Shooting Star	July 29	Hellstrom	Siam. sh	618	Chinese	
Silver Eagle	Sept. 14	Bichard	Brit. sh	895	Gilman & Co	
S'ykachamroan	Aug. 18	Borkman	Siam. bk	446	Kien-tye-loong	
Soterio	Sept. 9	Jarvis	Brit. bk	598	Order	
Taunton	July 30	Clark	Brit. sh	683	Siemssen & Co	Callao
Varuna	Sept. 15	Sachau	Ger. bk	480	Wieler & Co	Newchwang
Vesta	Sept. 9	Dirks	Ger. bk	302	Melchers & Co	Keelung
Wm. van Name	Aug. 15	Watts	Amr. bk	466	Russell & Co	New York
Young Siam	Sept. 12	Benedictsen	Siam. sh	701	Kien Tye Loong	

RECEIVING VESSELS & HULKS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	—	Rowe	Pow. Mag.	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	

H.M.'s SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Chefoo
Charybdis	steam corvette	17	400	Captain T. E. Smith	Shanghai
Curlew	double sc. gun v.	3	160	Com. E. J. Church	Chinkiang
Egeria	screw sloop	4	120	Com. A. L. Douglas	Hongkong
Fly	double sc. gun vl.	4	120	Com. John Bruce	Shanghai
Frolic	double sc. gun vl.	4	100	Com. A. E. Dupuis	Tientsin
Growler	double sc. gun vl.	4	120	Com. W. Stewart	Hongkong
Hart	double sc. gun vl.	4	120	Com. T. H. Royse	Nagasaki
Hornet	double sc. gun vl.	4	120	Com. H. Hippisley	Hongkong
Juno	steam corvette	8	400	Captain J. A. Poland	Singapore
Kestrel	double sc. gun vl.	4	100	Com. Theobald	Hankow
Lapwing	double sc. gun vl.	3	160	Com. Sir W. Wiseman	Foochow
Lily	screw sloop	3	95	Com. Cochrane [Bart	Cruising
Meanee	military hospital	—	—	——	Hongkong
Midge	double sc. gun vl.	4	120	Com. H. G. Salmond	Kobe
Modeste	steam corvette	14	350	Captain A. Buller	Yokohama
Moorhen	gunboat	4	60	Lieut.-Com. J. Hope	Singapore
Mosquito	gun-boat	4	60	Lieut.-Com. Paul	Shanghai
Ringdove	double sc. gun vl.	3	160	Com. Singleton	Amoy
Sheldrake	gunboat	4	60	Lieut.-Com. J.B. Haye	Singapore
Swinger	gunboat	2	60	Lieut.-Com. Bolitho	Surveying
Sylvia	surveying vessel	3	150	Captain St. John	Surveying
Thistle	double sc. gun vl.	4	120	Com. Pusey	En route to Yokohama
Victor Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	despatch vessel	2	250	Lieut.-Com. H. Ryder	Chefoo

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Che-on	Chin. corvette	400	—	Captain Le Bueh

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

STEAMERS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Adria	July 18	W. E. Breeze	Brit. str	781	P. & O. S. N. Co	
Bombay	Aug. 4	H. B. Smith	Brit. str	749	P. & O. S. N. Co	
Lintin	—		Brit. str	69	Kwok Acheong	

SAILING VESSELS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Antipodes	July 25	Barnes	Brit. bk	353	Vogel, Hagedorn & Co	Hamburg
Bonito	Sept. 17	Wesenberg	Ger. bk	524	Siemssen & Co	Tientsin
Christian	Sept. 9	Stehr	Ger. sch	280	Ed. Schellhass & Co	London
Clachnacuddin	Aug. 16	McDonald	Brit. bk	297	Vogel, Hagedorn & Co	Chefoo, &c.
Marie Alfred	Sept. 12	Leclerc	Fren. bk	309	Landstein & Co	
M. Lebanon	Sept. 15	Hall	Brit. bk	530	Chinese	New York
Ocean Chief	Aug. 4	Geo. Cook	Brit. bk	385	Heard & Co	London
Ruth	Aug. 31	Minto	Brit. bk	468	A. MacG. Heaton	

MACAO.

In port on 20th September, 1876.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Africa	—		Port. g-b.			
Spark ‡	—		Brit. str		H.C. & M. Steamboat Co	
Tejo	—	F. Amaral	Port. g-b.	444		

‡ *Running between Canton and Macao.*

CANTON.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Amoy	Sept. 22	Sam. Orr	Brit. str	814	Siemssen & Co	
An-ian ‡	—	Godsil	H.I.C.M.	g-b.		
Chen-jui ‡	—	E. F. Collins	H.I.C.M.	g-b.		
Ching-Sing ‡	—	E. Choy	H.I.C.M.	g-b.		
Chung-hoi ‡	—	Demie	H.I.C.M.	g-b.		
Powan	—	G. Lefavour	Brit. str	1890	H.C. & M. Steamboat Co	Laid up
Quong-on	—	Li-ping-tye	H.I.C.M.	g-b.		
Shen-chi	Aug. 27	Wade	H.I.C.M.	g-b.		

‡ *In the river between Cheung-chow and Canton.*

SWATOW.

In port on 20th September, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Albatros	Sept. 15	Koppelmann	Ger. bk	378	Dircks & Kruger	
Andreas	Sept. 8	Peters	Ger. bk	423	Dircks & Kruger	Newchwang
Asie Mineure	Sept. 15	Garrier	Fren. bk	381	Herton	
Candace	Sept. 6	Meinshien	Ger. sch	254	Dircks & Kruger	
Froblich	Sept. 15	Helm	Ger. bg	360	Dircks & Kruger	
Hieronimus	Aug. 14	Koch	Brit. bk	232	Ed. Vincent & Co	Tientsin
Janet	July 23	Crombie	Brit. bk	216	E. Herton	London
J. H. Bowers	Sept. 17	Horkneys	Amr. bk	704	Bradley & Co	
Lucia	Sept. 18	Crawley	Brit. bk	310	Dircks & Kruger	New York
Lydia	Sept. 12	Youngson	Brit. bk	376	E. Vincent & Co	
Mantura	Aug. 14	Cooper	Brit. bk	322	E. Herton	London
Marguerite	Sept. 4	Eyrand	Fren. bk	363	Master	
Mathilde	Sept. 6	Dau	Ger. bk	220	Dircks & Kruger	
N. Castle	Sept. 8	Weppener	Brit. bk	354	E. Vincent & Co	
Oceanus	Sept. 13	Breckwoldt	Ger. sch	329	Dircks & Kruger	
Salacia	Sept. 6	Jackson	Brit. bk	423	E. Vincent & Co	
Samos	Aug. 10	Bryant	Amr. sch	595	Williams & Co	Newchwang
Tekli	Sept. 15	Petersen	Ger. bk	350	Dircks & Kruger	

AMOY.

In port on 19th September, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Aarhuus	—	Solling	Dan. sch	256	H. A. Petersen & Co	
Adelina	Sept. 7	Vock	Ger. bg	204	H. A. Petersen & Co	
Almatia	Sept. 5	Blanchard	Amr. sch	386	Order	
A. Reimers	—	Thomson	Ger sch	205	Brown & Co	
Alerta	Sept. 15	Talbot	Brit. sch	215	Boyd & Co	
Carl Wilhelm	Sept. 7	Bertelsen	Ger. bk	239	H. A. Petersen & Co	
Charity	July 25	Taylor	Brit. bk	432	Boyd & Co	
C. Wilson	June 27	Spence	Brit. sch	178	Boyd & Co	
Craig Ewan	July 25	Bernie	Brit. sch	205	Boyd & Co	
Diamant	Aug. 11	Ackerman	Ger. bk	296	Pasedag & Co	
Gesiena	Sept. 18	Mulder	Dut. sch	428	Pasedag & Co	
Flensborg	Sept. 5	Koedt	Ger. bk	338	H. A. Petersen & Co	
Holstein	Aug. 13	Kuiper	Ger. sch	281	Pasedag & Co	
Milo	May 13	Krache	Amr. bk	410	Order	
Onward	—	McIsaacs	Brit. sch	215	Order	
Panama	Sept. 5	Burgdorff	Ger. bk	416	Pasedag & Co	
Peter	Sept. 15	Lange	Ger. sch	311	H. A. Petersen & Co	
Rebecka	Aug. 10	Martensen	Ger. sch	241	Pasedag & Co	
Rebecca	Aug. 14	Thomsen	Ger. bg	257	Pasedag & Co	
Tuck Sing	July 18	....	Brit. bk	388	Elles & Co	
Velos	Sept. 14	Ledberg	Ger. bk	322	Pasedag & Co	
Velox	—	Mulder	Dut. sch	187	H. A. Petersen & Co	
Yarra	June 20	Orfeur	Brit. bk	462	Order	

FOOCHOW.

In port on 17th September, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Armida	Sept. 10	Werner	Swd. sch	268	Chinese	
A. Australia	Sept. 4	Sjogren	Swe. sch	228	Turner & Co	Adelaide
Clementine	Sept. 2	Messao	Fren. bk	329	Kaw Hong Take & Co	Tientsin
Eunice	Sept. 4	Vincent	Brit. sch	256	Adamson, Bell & Co	Melbourne
Georgina	Aug. 7	Romney	Brit. bk	315	Adamson, Bell & Co	Colonies
J. McDonald	Aug. 18	Scott	Brit. sch	275	Russell & Co	Colonies
Kassa	Aug. 7	Lindsay	Brit. bk	324	Adamson, Bell & Co	Colonies
Kirkland	Sept. 9	Colledge	Brit. bk	453	Chinese	Shanghai
Maid of Judah	July 30	Webb	Brit. bk	643	Westall, Galton & Co	Sydney
Nadeshda	Sept. 13	Hartman	Dan. sch	185	Chinese	
Oceanus	Sept. 2	Brorsen	Ger. bg	207	Kaw Hong Take & Co	Tientsin
Otto	Sept. 1	Adamson	Ger. bg	231	Chinese	
Pallas	Sept. 13	Ballehr	Ger. bk	421	Siemssen & Co	
Rita	Sept. 5	Fabis	Span. bk	550	Chinese	Shanghai
Statesman	June 5	Valiant	Brit. str	1209	Jardine, Matheson & Co	London
Union	Sept. 7	Barry	Brit. bk	555	Chinese	Shanghai
V. de Gama	June 17	Rice	Brit. str	3000	Jardine, Matheson & Co	London
W. Minstrel	July 12	Siverwright	Brit. bk	361	Adamson, Bell & Co	Colonies

SHANGHAI.

In port on 17th September, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Albyn's Isle	Sept. 11	Cambell	Brit. bk	360	Master	
Anton Gunther	Sept. 1	Kuhn	Ger. bk	450	Nils Moller	
Black Prince	Sept. 7	Ingles	Brit. sh	750	Heard & Co	
C. Ranger	Sept. 9	Cogey	Brit. sh	1153	Adamson, Bell & Co	
Endymion	Aug. 27	Richardson	Brit. sh	759	Gilman & Co	
Foochow	Aug. 7	Hochoenter	Siam. bg	271	Pow Tai Hong	
Friendship	Sept. 4	Moller	Siam. bk	480	Chinese	
Goliah	Aug. 7	Andersen	Siam. bk	542	Pow Tai Hong	
Halloween	June 24	Fowler	Brit. sh	920	Gibb, Livingston & Co	London
Herman	Aug. 28	Davidson	Ger. bk	484	Heard & Co	
John Potts	Sept. 8	McPherson	Brit. bk	375	Morris, Lewis & Co	
Julia Ann	Sept. 8	Baker	Ger. bk	371	Heard & Co	
Lady Elizabeth	July 27	Cobbett	Brit. bk	657	Wheelock & Co	
Lunan	Sept. 6	Whitton	Brit. bg	261	Morris, Lewis & Co	
M. A. Dixon	Sept. 1	Cornor	Brit. bk	415	Morris, Lewis & Co	
Norman Court	Aug. 26	Shewan	Brit. sh	834	Turner & Co	
Osburgha	July 26	Cook	Brit. bk	346	Heard & Co	
Oscar Vidal	Sept. 4	Hansen	Brit. bk	299	Nils Moller	
Parana	Sept. 11	Laint	Fren. sch	216	J. S. Baron	
Parmenio	July 22	Abbott	Brit. bk	369	Chapman, King & Co	
Petunia	Sept. 9	Harland	Brit. bk	391	Order	
P. J. Carleton	July 23	Porter	Amr. bk	986	Frazar & Co	
Prosperity	Aug. 1	Hansen	Siam. bk	474	Master	
Raymond	Sept. 9	Evans	Brit. bg	399	Bryner & Beyfuss	
R. Boettcher	Sept. 6	Scholtze	Ger. bk	398	Wm. Pustau & Co	
St. Joseph	Sept. 6	Dumont	Fren. bk	289	J. S. Baron	
Salamis	Sept. 7		Brit. sh		Order	
Siam	July 20	Hansen	Siam. bk	225	Chinese	
S. of the West	July 7	Gardener	Amr. sh	1192	Frazar & Co	
Spinaway	Sept. 4	Pringle	Brit. bk	324	Siemssen & Co	
Taiwan	Sept. 14	Jessen	Ger. sch	373	Master	
Tokatea	July 9	Biggs	Brit. bk	805	John Forster & Co	
Thyatira	Sept. 10	McKay	Brit. sh	962	Adamson, Bell & Co	
Venezuela	Sept. 14	Kroncke	Ger. sch	300	Carter & Co	
W. Libbey	Sept. 11	—	Amr. bk		Frazar & Co	

YOKOHAMA.

In port on 13th September, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Ambassador	Aug. 30	Prehn	Brit. bk	620	Cornes & Co	
Cordelia	Aug. 30	Williams	Brit. bk	598	J. C. Fraser & Co	
Cashmere	Aug. 12	Norton	Amr. sh	936	E. Moulron	
Cathaya	Aug. 13	Mathews	Brit. sh	790	P. M. S. S. Co	
Cremona	Aug. 6	Geve	Amr. bk	608	Carl Rohde & Co	
Ella Nicol	Sept. 8	Wilson	Brit. bk	475	Walsh, Hall & Co	
Gaucho	—	Crighton	Brit. bk		E. C. Kirby & Co	
John Mackean	April 4	Jordan	Brit. sch	198	Walsh, Hall & Co	
Lothair	Aug. 8	Orchard	Brit. sh	791	M. Heimann & Co	
Mary Jane	May 8	Crighton	Brit. sch	165	E. C. Kirby & Co	

MANILA.

In port on 15th September, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Albuera	Aug. 29	....	Brit. bk	774	Order	
Castilla	Aug. 3	....	Span. str	1579	Puig & Llagostera	
Coldstream	Aug. 24	....	Brit. bk	683	Order	
Conchita	Mar. 7	....	Span. bk	400	F. Reyes	S. Francisco
Corona	Aug. 24	....	Brit. sh	1799	Order	
Frederick	June 22	....	Brit. bk	1118	Smith, Bell & Co	
Goodell	July 27	....	Amr. bk	840	C. Heinszen & Co	
India	July 11	....	Span. bk	574	Puig & Llagostera	
Jean Ingelow	Aug. 14	....	Amr. sh	1322	P. Hubbell & Co	New York
Kvik	Aug. 25	....	Brit. bk	400	Order	
Leon	Aug. 6	....	Span. str	700	Larrinaga & Co	Liverpool
Lily	Aug. 20	....	Span. bg	170	W. F. Stevenson	
Maria Pacheco	Sept. 3	....	Span. bk	374	Order	
M. L. Stone	Aug. 6	....	Amr. sh	1459	Smith, Bell & Co	
Metis	April 12	....	Amr. bk	626	E. Lois	
Moss Glen	Aug. 25	....	Brit. bk	549	Order	
Roodee	—	....	Brit. bk	1036	Inchausti & Co	
Regulus	Aug. 25	....	Nor. bk	237	Order	
Scotia	Aug. 24	....	Brit. bk	821	Order	
Silone	Aug. 18	....	Brit. bk	431	C. Lutz & Co	
The S. J. Family	Aug. 26	....	Brit. sh	1050	Order	
V. de Rivadavia	Aug. 18	....	Span. bg	[illegible]	Order	
Wylo	Sept. 3	....	Brit. sh	799	Order	

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